

LHE DIRECTORY & CHRONICLE

FOR 1908.

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HONGKONG, TUESDAY, JUNE 16TH, 1908.

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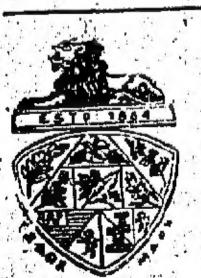
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All letters for publication should be written on one side of the paper only.

already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address | Passs.

Codes : A.B.C. 5th Ed. Lieber. P. O. Boz, 34. Telephone No. 12.

DEATH At Foochow, on the 8th June, Captain Samuel Lewis Shaw, aged 87 years. Born at Hampstead, London, October 13th, 1821. Straits and Home papers please copy.

HONGKONG OFFICE: 10A, DES VOOR ROAD C LONDON OFFICH: 131, FLEET STREET, E.C.

HONGKONG, JUNE 16TH, 1908.

THERE is no doubt that Chinese Publi Optaion, the new paper appearing in English at Peking, is thoroughly Chinese. A statement has appeared that it was encouraged by Germans in German interests, and edited by a member of the German Legation Staff. To this the editor replies that "we are Chinese and Chinese only." If there were any further doubt remaining, it should be dispelled by a typically Chinese point of view elaborated in the issue of June 2nd, in which the editor attacks with more vigour than politeness some utterances of the Shanghai correspondent of the London Times. That gentleman wrote an article with the heading, "What China is asking for," and it is really a Times editorial thereon that the new Peking paper demolishes. Such articles are easily made to look ridicu-No subject was ever generalized over so much as the subject of things Chinese. and even men who do know something about China, as for example Sir Robert Hart, them that they shall frequently say some- papers appear equally incompetent. The temptation, in the absence of any vital issue, can do no more than make more or less to be oracular, because that is easy in shrewd guesses. The nearest approach to writing or talking of China, and there is no finality is the heary and very feeble reway of proving their generalizations to be flection that "time will show." Meanin error, especially if they stick to remarks while, it is certainly instructive to be given like this (from the Times): "The Chinese such glimpses of "Chinese public opinion."

problem is a language problem, and if China herself and the other nations recognise this, the 'Eastern Window' will soon open for light." That might mean anything or nothing, and our Peking contemporary is naughty enough to suggest that it is "merely vapid vapourising in protest against a language and a literature which the writer cannot master." The Times clings persistently to the theory that suggests itself, that Japan's victories over China and Russia have made the Chinese discontented with their own educational system. As it says, the Russo-Japanese war "taught them that with Western learning an Asiatic State might victoriously resist one of the greatest of European Powers." To which Chinese Public Opinion

replies scathingly as follows: Really? New this is news to us; We fought Japan it is true, but at the time we were by no means belligerent nor were we anticipating the attack that was made upon us. From the Russo-Japanese war we learned that a nation with an army and navy, of mushroom growth, if assisted by the strongest nation in the world was able to drive out of a leased territory, or rather half of a leased territory, a badly organised army of Europeans, several thousand miles from their base of supplies, by putting into the field a proportion of men and munitions of something more than two to one. They were able to destroy a navy nominally more powerful than their own, by sections and with luck, bad seamanship on the part of their adversaries, tactical hints and telegraphic information from outside sources, siding them considerably.

That is, we were going to say, a thoroughly Chinese point of view, but on reflection it seems to suggest a little more than that. It reads like a foreign bullet fired from a Chinese gun. There is in that belittlement of anotable achievement; an achievement not managed without much study, patience, and patriotic heroism and self-sacrifice, a soupcon of foreign jealousy. If there is no foreign inspiration about it, it becomes obvious that those were wrong who assumed that China was feverishly setting about reforms in a spirit of admiration and emulation of the Japanese. We have always reminded our readers that here-worship of that sort was unlikely to come as from Chinese to Japanese, and the Chinese formula would most likely take this pattern, that "if the Japanese could do so well, we Chinese could do so much better." -The Times thinks that China is yearning to imitate Japan, but that it lacks the most important qualities that Japan enjoys. "They" (the Chinese) " must either a lopt beliefs and habits compatible with the scientific attitude or they must accommodate their own ethical system to that attitude," This it says, because the Chinese, in its view, had "attributed to her acquisition of European arts and sciences results which were, in fact, due to her success in grafting those arts and sciences upon rare moral No anonymously signed communications that have qualities and habits which are wholly independent of them." This naturally rritates our Peking contemporary, and it irrupts a little tirade which we have no trouble in identifying as genuine Chinese.

That Japan has acquired a superficial venser of European arts and sciences we would not for a moment deny, but that she has grafted them upon "rare moral qualities and habits," we beg leave to doubt. As a matter of fact, judging by our own standards, we were not aware that Japan possessed great "moral qualities and habits." It our scarcely be expected, therefore that we should seek other standards in order to form conclusious such as this correspondent credits us with making. The gentleman is didactic upon the results which will follow upor s failure to combine the ethics of Japan, or their kin, with Western learning, but seeing that we. do not admit his premise we can only say that if the adoption of a Japanese code of morality ethics and habits is essential to the s und assimilation of Western learning we would rather remain without that most desirable acquisition. As a matter of fact we are more inclined to attribute Japan's success to the grafting of a knowledge of foreign warfare on to a patriotism and a fearlessness of death which

is fanatical. For we find that anti-Japanese outburst with its significant admission of the Japanese fearless patriotism, followed by generally anti-foreign passage, which we must admit had provocation. Chinese Public

Opinion Bays : Our habits are perfectly in accord with any phase of Western learning. Our women it is true do not appear, half naked, in public; we can eat our food equally well with chopsticks or with knife and fork; our conversation is, if anything, cleaner than that of the average Westerner; our marital relations and our family ile, though not, perhaps, in accord with that established in Europe by a clerical dictatorship. are absolutely honourable and moral according to our beliefs and perfectly compatible with an lifies. The party left England next day for assimilation of the arts and sciences of European

Our Peking contemporary closes by expressing the opinion that the Times is not competent to declare "what China is asking have not failed to utier stupidities, or for," and without authority we will file an banalities from time to time. Those men admission on behalf of our London conwhose business causes it to be expected of temporary. But we will add that Chinese thing about China. cannot resist the youngest and the wisest of our authorities.

The English Mail of the 16th May was delivered in London on the 13th inst.

The German Mail homeward does not leave this week until Thursday morning, the mail olosing at 8 a.m.

The young Prince Phra Ong Chow-chow Siriwongse, nephew of the King of Siam, has died of pneumonia at Neisse, Germany, where he was studying in the military school.

Sir William and Lady Des Voux will not be resident in London this season. Sir William, though convalescent, has not completely recovered strength after more than a year of

A message from President Roosevelt was read in the House of Representatives urging the voting of an appropriation to enable the United States to take part in the investigation by a joint international commission of the opium traffic in the Far East.

Last week there were 88 plague cases, with 70 deaths. Adding, sixteen for the 48 hours ending moon yesterday, we get the totals of 759 cases, 625 deaths, The week's victims included a Japanese, a Jew, a Portuguese, anda Eurasian.

At the Marine Court yesterday the Hon. Commander Basil Taylor, R.N., had before him sixowners of sampans for having made fast to the s.s. "Signal." They said they were told by the Captain to fasten just astern. They were each fine 1 83 or seven days' imprisonment."

The Dutch Colonial authorities, in order to fight the opium scoure, meditate extensive experiments with a new medicament called "Combretum Sundaioum," which grows aboudantly in Sumatra, the dried leaves of which are elaimed to arouse absolute aversion from the

A dispatch from Amoy states that Mr. Chen Pas-shen, Director-General of the Fukien Railway, still refuses to dismiss his personal friends and relatives who have been engaged without the consent or knowledge of the shareholders; and that the latter have decided to stop subscribing towards the railway shares.

Miss Gladys Keevil, who is doing what she can to keep the Liberal candidate for North Shropshire out of Parliamont, was speaking at a suffragist meeting at Newport when an elector call out "Don't you wish you were a man?" Instantly he got his answer. " Don't you wish you were?" the lady reterted.

The efficacy of this form of signalling in thick or foggy weather has recently been further demonstrated. The captain of the "Kaiser Wilhelm II." reports that on the last homeward passage the submarine signal bell of the Saudette Lightship, off Dunkirk, which was passed in a thick fog, was distinctly heard at a distance of 19 miles.

The Admiralty announces that the King has the promotion to the rank of admiral of Vice-Admiral Sir Reginald Neville Custance, K.O.M.G., C.V.O.

representative gathering from the neighbouring towns and villages, including the Souspréfet of San Remo and the Maire of Ventimiglia. Speeches were made acknowledging all the good kindness, and Mr. Cecil Hanbury returned thanks in the name of the family. The bust was erected by a subscription among the Mortola

Two astonishing bowling performances were accomplished by G. H. Hirst, the famous Yorkshire cricketer, at Northampton in the match between Northamptonshire and Yorkshire. His bowling analysis in the two innings o Northamptonshire was .-

First innings ... Second innings He thus captured twelve wickets for 19 runs. Northamptonshire's second innings realised only 15 runs, and Yorkshire won by an innings and 314 runs.

The party from Japan went to the London Salvage Corps in Watling street, where Si Albert Bollit introduced them to Colonel Fox. R.E., the chief officer. Here they saw fire and ambulance drills. Colonel For was most heartily thanked, which he acknowledged smid British and Japanese cheers. The party then met Archdescon Sinclair and Sir Albert Rollit, and with them visited St. Paul's and reverently placed on Welson's monument a very large and most tasteful wreath of Japanese France.

With regard to statements in the German Press that Great Britain was endeavouring to arrange an international conference for the limitation of armaments, the rumour probably had its origin in the invitations which were. issued by his Majesty's Government to the Great Maritime Powers to send experts to London to discuss questions connected with maritime law before any final decision was reached with regard to the establishment of the International Prize Court of Appeal proposed at the recent Peace Conference. There is no question of any conference on the limitation of armaments. No date has yet been fixed for the proposed meeting in London, but it is expected to be held in the autumn.

Bank was at the Magistracy yesterday remanded on a charge of embersling \$392,06 the monys of the compredere of the bark.

The Chinese are endeavouring to raise subscriptions in order to present a silk flag to the launch "Kam Shun" and a gold medal for the coxswain who did such noble work in rescuing passengers from the wreck of the Powan.

According to a dispatch from Peking, Wi Ting-fang, Chinese Minister in Washington, reports that, after his present term of office, President Roosevelt will visit China; and his Excellency requests the Government to make preparations for giving Mr. Roosavelt a hearty welcome.

Hats are now being worn of such a gigantic proportion in Paris, that it is soberly reported that many ladies are unable toenter an ordinary cab of the small brougham type common in Paris. Some of them compromise the master by kneeling on the floor of the floore, or huddling themselves up in a manner that must mean positive torture. But apparently they do not mind so long as they save their headgear. One thinks with new sympathy of the man who at a matinée performance in one of the Paris theatres, recently went out and hired two market porters (who wear hats about 2 ft. in diameter) to come in and sit, in front of a lady who was obscuring been opened. his own view with her terrific head-dress.

Only a few years age the manufacture of cement in Japan was making very slow progress, the monthly supply throughout the country scarcely exceeding 600,000 barrels. Of lats, with the increase of various enterprises, such as railway construction, water-works water-power, electric works, etc., the demand is described as growing by leaps and bounds and pressing the mills for more output and greater facilities. At present the total output throughout the country reaches about 1,300,000 barrels per month. The foreign made product has diminished under competition. It is ex. pected that the home manufactured article will eventually monopolise the market.

"The Japan Times" remarks that a medical discovery has recently been achieved by Japanese physician, Dr. Kelishiro Okazaki, of Kanda, after many years of hard study, has recently found a medical drug possessing the capacity of digesting albuminous substance The drug is mide from the yeast of rice. Mr Oksaski is now hard at work upon an account of his discovery, and his friends have undertaken to establish for him a factory to produce the new medicine. Mr. Okasaki has already patented his invention in England, France, Italy and several other countries. It may here be mentioned that Mr. Okazaki, about twenty-five years, ago, first introduced the use of disstance.

Local sages say: "Big fish eat little fish, been pleased to approve of the following appoint. little fish, cat shrimp, and shrimp eat mud. ments :- Rear-Admiral George le Clere Eger . It might be fair to call the Farmer's Union and ton, C.B., to be Commander-in-Chief Cape of the Night Riders of Kentucky and Virginia the Good Hope Station, in place of Vice-Admiral big fish, the Tobacco Trust the little fish and Sir Edmund S. Poe, K.C.V.O. & Vice-Admiral the Chinese coolle the shrimp that eats the mud. Sir Archibald Berkeley Milne, Bt., K.C.V.O., This parallel has been suggested by the progress to be second in command of the Channel Fleet | of a representative of a great tobacco company through Shantung and North Liangen. He has placerded the towns and incidentally visited stores that sold imitation brands of the company's goods. These eigerettes he tore open A bronze bust of the late Sir Thomas Hanbury and stamped on the ground. But for the was unveiled at La Mortola, Ventimiglia, in timidity of the little merchants who had the village square. There was a large and evidently bought the goods in utter ignorance of any patent law, there might have arisen an interesting case for international equity.

The material failing-off in our exports in the community owes to Sir Thomas Hanbury's | April and for the past four menths is telling upon stocks abroad. The lessened shipments so far this year amount in yardage to about 11 percent. The smaller absorption is chiefly Turkey, China, Egypt, and several South American outlets. It is thought that May will be a lean month, owing to the increasing short time in Lancashire, It is most astonishing that our exports of yarn keep up the weight for April last, being nearly equal to the same month of last year. The weight for the past four months is really heavier than 1908. Germany shows a falling-off, and so does Roumania and Turkey, while Bulgaria, France, and Holland keep up well. It may be added that our shipmonts of textile machinery are again large, notably to Japan and India.

> It has been decided to hold at Brighton, in July of next year, an English Church pageant, which shall depict in dramatic form the most interesting incidents in the story of the Church of England. The episodes chosen range from the founding of a British Church at Silchester to the Acquittal of the Seven Bishops; while observation. suggestions are invited for an 18th century episode and for an episode and finale illustrating the expansion of the Church during the 19th century. The pageant will be under the direction of Mr. Frank Lascelles, who is now in Canada arranging the Quebec Tercentenary Pageant, and who is also responsible for the great London l'ageant of 1909. Both the Archbishop of Canterbury and the Archbishop of York have become patrons, and committees for music, art, archeology, history, and costume are being formed. The number of performers clergymen in the South of England. Lectures on the pageant are being arranged in various centres. The members of the executive com. mittee include the Bishop of Bristol, Dr. M. R. James (Provost of King's), and Mr. W. H. St. John Hope (of the Society of Antiquaries). A guarantee fund in small amounts is being formed. The hon, organizing secretary is the Rev. George Long, 32, Poynter road, Hove.

Ashroff and socountant in the Netherlands TELEGRAMS.

["DAILT PRES" EXCLUSIVE SERVICE.]

OBITUARY.

London, June 15th. Lord Derby is dead.

[The deceased nobleman had a most distinguished career. Born in 1841 he entered the army in 1858 but took up political life eight years later when he won a spirited fight for the representation of Preston. A few years afterwards he became Lord of the Admiralty and was Financial Secretary for War from 1874 to 1877. He beld other portfolios in subsequent Conservative administrations and was a most popular Governor General of Canada during the five years 1888 till 1893. He has frequently entertained royalty at his stately residence at Knowsiey and was an A. D. C. to His Majesty.

RUSSIAN RAILWAY ENTER. PRISE.

London, June 15th. The Amur Railway Bill is passed.

PAN ANGLICAN CONGRESS.

London, June 15th. The Pan Anglican Congress has

THE TURF.

London, June 15th.

The Grand Prix, the blue ribbon of the French turf, was run at Paris on Sunday, the winner being North

BEVTER'S SERVICE,

SIR ROBERT HART ON THE CHINESE CUSTOMS SERVICE.

LONDON, June 13th. Sir Robert Hart, interviewed by Reuter's representative, said that he thought the young Chinese would bow to a course of training, and be admissable to the Custom's service in four or five years. As time advanced, the foreign element gradually disappear, but the service would remain much as at present during the currency of loans. Nothing can prevent China from becoming a world power, but, she will move, slowly, and it is unlikely that she will change from a friendly into an aggressive power. China means to do something in Tibet, and she is seriously considering the development on commercial lines, the establishment of a postal system in that region.

CHINESE SEAMEN IN THE UNITED KINGDOM.

London, June 13th. Mr. Churchill assured a deputation British seamen that it was not intended to allow Chinese sailors in the United Kingdom, and that new regulations were being drafted requiring them to pass the language test, unless they could prove they were

THE "POWAN."

The wreck of the "Powan" was offered for sale by auction yesterday by Mesers. Hughes and Hough. The hull was knocked down to Mr. Robert Jack for \$750. The articles recovered from the wreck such as compassed, cutlery etc. did not realise much.

A STERN CHASE.

The story of a long chase and a stern chase was told at the Magistracy yesterday. At Aberdeen on Sunday a disturbance took place in the direction of the harbour and on reaching the sea dived into the water. Nothing daunted, the sergeant plunged in after him, and swimming strongly, overtook his quarry and lauded him safely. Defendant in the presence of the Magistrate behaved rather strangely, bu, it was believed he was shamming. However he was remanded to allow of his being kept under

One of our young society women has a very | China :good-looking husband, of whom she is most proud. Having noticed that this gentleman was paying marked attention to a lady in he own set, she kept a careful watch, and was fortunate enough to discover among her husband's papers a quantity of letters written by the said lady. She then reflected as to what course she should pursue. She thought long, and at last hit upon a strange plan. From among the before-mentioned correspondence the will be 2,000, and it is expected that most of lady, according to "Aphrodite" in the "Gentle- in 1867, and with the exception of one or two woman,"-selected four letters, pasted them on the back of her fan, and then accompanied her husband to a dinner, where she knew she would meet her rival. It was not long before the fan attracted the attention of the guests, who asked to be allowed to look at it. The fan then passed from hand to hand, and when it reached the rival she turned crimson, and under the pretext of a sudden indisposition withdrew hastily.

SUPREME COURT.

Monday, 15th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIA PIGGOTT).

QUESTIONED JUDGMENTS.

Hearing of the motion presented by the Hon. Mr. H. E. Pollock, K.C., for an order to set aside judgments given against the Tung Shing Wo firm in November last was resumed. It will be remembered that the motion was moved on the ground that the defendants had never existed or had a place of business, nor had any of their partners ever been resident in the Colony of Hongkong; and that the debts in respect of which the actions were brought were incurred, if at all, in the Empire of China, and not in Hongkong; and that the orders in pursuance of which the write in the actions were served by way of substituted service were wrongfully obtained.

Mr. Pollock was instructed by Mr. Descon, (of Messrs, Deacon, Looker and Deacon), on behalf of the Tung Shing Wo firm, the defen. dants in the original action, and Mr. M. W. Slade (instructed by Mr. Crowther Smith, of Mesers, D'Almada and Smith) appeared for the plaintiffs.

His Lordship said—There is one point to which I want to refer. There is no consolidation in this, and there is only one motion made in the four actions. It is entirely the fault of the Registrar and I must simply ask him to wake up. It is their business to look after the finances and there must be a formal application made for consolidation. Of course it is for convenience of all parties, and I think the proper course to pursue, so far as the revenue is concerned, is that the motion should bear the proper stamps and the affidavita on the other side, if filed by the four plaintiffs, should bear the same stamps as before.

Mr. M. Slade-We did our best to get things straight, and we came and asked what we should do. There being four parties we did not know what to do.

His Lordship-The Registrar must wake up. I am not in any way criticising the actions of the solicitors because they are only too ready to fall in with any suggestions made.

Hen. Mr. H. E. Pellock-If your Lordship pleases; that will be done.

Mr. Slade said the Tung Shing Wo arm had carried on business in the colony. They had berrowed money, and instead of shipping the goods that were to be sent in payment to their own firm, they shipped them to another outside firm, thus absolutely taking away the security of the plaintiff firm.

Mr. Pollock, in reply, said the plaintiffs were putting forward a different story to what they had first declared, and therefore the court should treat them as unreliable witnesses.

His Lordship, in giving judgment, said that if a person who had his principal business in another colony wished to show that there was an agency here we must make that clear. Besides, the defendant's agent had borrowed money from the plaintiffs, their agent had accepted the money, and under the circumstances it was perfeetly justifiable for the plaintiff to say, that so far as they knew, these people carried on business here. He therefore rejected the application.

IN APPELLATE JURISDICTION.

LEAVE TO APPEAL.

The Hon. Mr. Pollock, K.C., asked leave on behalf of the Russo-Chinese Bank to appeal against the decision in the jury action wherein Li Yan Sam claimed \$41,415 from the Russo-Chinese Bank, being money alleged to have been handed to defendants for transmission to Shanghai on behalf of the plaintiff. Mr. M. W. Slade, instructed by Mr. C. H. Beavis, appeared for Li Yau Sam and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Gadge, of Messrs, Johnson, Stokes and Master, made the formal application.

The hearing was adjourned till July 2nd.

FAST MOTOR BOAT FOR THE CHINESE NAVY,

Messrs. W. S. Bailey & Co., the well known local shipbuilders, have received an order from Admiral Li Shun, on behalf of the Imperial outside the residence of a Chinese sergeant of Chinese Navy for a motor house-boat to carry police and when he went to the door he was four quick firing guns and to have a speed of struck on the face with a piece of earthenware. 131 miles per hour. The new vessel will have He saw his assailant, a native without a quene twin screws and draw only 2 ft. 6 in. of watermake off, but, though bleeding profusely, the She will be fitted with electric light, electric sergeant set off in pursuit. The runsway went fans and lavatories all of the best finish. The vessel will be 83 feet in length and the propellors will work in tunnels in order to attain the speed upon so small a draft.

FOOCHOW. (FROM A CORRESPONDENT.)

June 7th. Yesterday Foochow lost one of its oldests residents and His Majesty his oldest subject in

Yesterday morning Captain Shaw died at the age of nearly 87. He came to Canton when quite a boy, in one of the East India Company's ships in 1837.

He was in command for some time on the coast principally in Messrs. Gibb Lyingstone and the P. & O. Company's employ and had many interesting stories to tell in connection with the stirring times of long ago.

Captain Shaw settled in Pagoda Anchorage visits to Shanghai has never left the port. He was Marine Surveyor for German Lloyds-Veritas &c. -and worked until a few years ago He was immensely popular with all classes.

H and his family came up here last year to live and up to two or three months ago he was in his usual hearly health. Then he began to fail. and yesterday saw the end .- Peace to his ashes .. He was buried yesterday afternoon with Masonic honours, the whole Community attending.

HONGKONG EX-GOVERNOR ON OPIUM. QUESTION.

BIR HENRY BLAKE'S VIEWS.

The following letters appeared in the Times: -Sir, On the 6th inst. the member for Nuneaton moved in the House of Commons a resolution in regard to the Indo-Chinese opium trade, which was unanimously adopted amid cheers. The closing sentence of the resolution was as follow:- "And this House also urges his Majesty's Government to take steps to bring to a speedy close the system of licensing opium dens now prevailing in some of our Crown Colonies, more particularly Hongkong, the Straits Settlements, and Ceylon."

The mover of the resolution is reported to have concluded his speech by urging the Colonial and Foreign Offices "to imitate their example and endeavour, not to reduce, but to

put an end to the use of opium." The example to be imitated is that of the Americans in the Philippines, where the conditions are so different that, whereas the Americans take effective steps to limit or prevent the immigration of Chinese, the British colonies encourage Chinese immigration, and only last year over 22:,000 Chinese arrived in Singapore. The Under Secretary for the Colonies described the terms of the motion incorrectly, for he said the places mentioned in the resolution included the Federated Malay States, which are not a British colony, but consist of four

protected States raied by Malay Sultane. The object of the resolution is avowedly to put an end to the use of opium in the Eastern Crown Colonies, and Colonel Seely, speaking to the motion-with which he expressed his entire sympathy—remarked, in reference to the certain loss of revenue, that" when it was a case of our own morals and other people's money, that made all the difference," Most people will regard this as a pertinent reflection, with a wider application than the forcible suppression of opium smoking in the Eastern colonies.

The opium habit, when indulged to excess, is a bad and harmful practice, but the members of the last Royal Commission on opium went more thoroughly into the question and spoke with greater authority than will be the case with any local commission. Setting saide the large revenue losses, which the people of the Eastern colonies will have to make good as best they can seperhaps by means of a scientific tariff involving the taxation of British and foreign manufactures -it is questionable whether the consumption of opium can be suppressed bylaw. It also remains to be seen whether consumers of opium. deprived of the drug, will not contract the habit of drinking intoxicants, and perhaps carry that to greater excess with worse results. The experiment may involve comething more than "our own morals and other people's money."

Those who have acquired the habit of drinking intoxicants find it difficult to exert the self. control necessary to give up the practice, the case of opium it is infinitely more difficult, and I venture to think that if the import of opium into the Straits were absolutely prohibited a very large and lucrative trade in smuggled opium would immediately spring up. Nothing will be essier so long as there is an opium monopoly within a thousand miles or more in any part of the Notherlands Indies, for instance. The way to stop the eating and smoking o opium is to prevent the cultivation of the poppy in India, China, and Persia in fact, throughout the world: As long as opium is grown these who want it will have it, and some will find its way to open British ports with a large Chinesepopulation, It must not be forgetton that the Colonial Governments have no preventive service; that is all supplied by those who hold the monopoly of preparing and retailing the

It may not have been noticed that in Bingapore, where Colonel Seely says that half the revenue is derived from opium, there were last year 97 licensed shops for the retail of chandu ask protection from this abstraction, which is level, especially in regard to what is due to the licensed for smoking) and 449 is one respect far worse than mere robbery, wife, than those which prevail outside the rooms licensed for smoking it. In Pinang the rooms licensed for smoking it. In Pinang the beause it demoralizes besides impoverishing influence of Christianity. It is probably licensed publichouses for the sale of European and an englished thought. No as repeated withnumbers were 19 and 128. At the same time. liquors, with 460 and 222 houses respectively take away money which has already come into an thought, and Christian influence are all for the sale of non-European liquors. Having the coffers of the State through expenditure on working independently in the same direction. regard to these figures and the practical pertainty that less opium, or no opium at all, will lead to the comsumption of more spirits, to suppress the one and do not ing to suppress the other might raise doubts as to the honesty pending the total prohibition of the import and tion which does not produce character is a of the best intentions.

The House of Commons is unanimous that money loss, even if it is other people's money. is nothing compared with moral gain. The Straits Settlements have for very many years contributed one-flith of their annual revenues to Imperial defence purposes, and it will be a source of genuine satisfaction to the Treasury and Colonial Offices to be able to tell the people of the Solony that, as they must lose, half their revenue the Imperial Government will decline in future to accept from them any contribution towards the cost of Imperial defence. - The colonists will then appreciate Colonel Beely's reference to our morals and other people's money, and they will be grateful; for, while their morals are as good as those of other people their means of raising new revenue are very limited, and, unless I am misinformed, they are suffering from a trade depression greater than any known to the present generation of Straits

> Your obedient servant FRANK SWITTENHAM,

London, May 10. Sir,-The timely letter of Sir Frank Swettenham calls attention to some important considerations that must be faced by the Eastern Crown colonies in carrying out the instructions assued by his Majesty's Government for th suppression of the traffic in opium, by closing the system of licences from which in Hongkoug and Singapore a considerable portion of the

revenue has hitherto been derived. By the latest Hongkong papers it appear that the opium farmer and the 200 licensees that colony have been approached by the Govern ment with a view to an arrangement that may satisfy their claims for compensation in the event of the termination of the farmer's bontract, which has still some 21 months to run and who is practically the licensor of the opium sellers. The result of withdrawing the licences may possibly be the driving of the opium smoker from the public "divan" the private cubicle of which there are tens of thousands in the Chinese tenement house it will certainly be a loss, of revenue that mi seriously oripple a colony at present suffering from acute commercial depression. The opium farmer, in addition to the rent, expends a large amount in the payment of a private prevention body, for Hongkong, being a free port, has a Customs service. If the free introduction, opium is to be checked the creation of a preventive service will be necessary; there will this be a considerable addition to the public expenditure as well as a loss of between one-fourth and

one-third of the revenue. The adoption of the closing sentence of the resolution proposed by the member for Nuneatonis creditable to the altruistic mentiment of the House of Commons; but that sentiment loses much of its value if the assistance so freely offered is to be given at the expense of the Crown Colonies.

The case of Ceylon is different. Here opium smoking is practically unknown. Opium eating is common, the drug being used as a prophylaetic against malaria Two years ago. in consequence of representations made, I called for a report

due to the use of opium. The Ceylon papers report that an Ordinance side of the same topic. will be introduced under which opium will in believe been tried in Burma with but scant the liensed desiers to the Government. It will sumed, and there will be no loss to the revenue.

Majesty's Government permits the Chinese Government to appoint an official to Calcutta whose duty it is to check the Indian experts and and a cold fit as damaging and unjust to the ensure that the export of opium to China is diminished by one-tenth annually, so that within | ill-balanced and unwise. ten years it shall coase; but no reciprocal right has been acquired to permit an examination by Government and missionary circles, being well a Billish official of the area under the crop in informed, are little affected by it, but the great the poppy-growing districts of China. In the mass outside these circles seem to have fallen loose congeries of semi-independent vice- under its influence. Yet the fault does not lie royallies that form the Chinese I mpire the with Japan. The Japanese have still those benign edicts of Peking may command respect excellent qualities in which they startled us by without exacting obsdience, but the prohibition being manifestly superior to ourselves, and they of foreign competition must compet the enthu- are making rapid progress in these in which siasto assent of all Chinese who are engaged in | they are our pupils. Three years ago English-

the coltivation of the poppy. the Crown colonies be to chauge the stimulant | because they never even grumbled when their from opium to alcohol, the result will be disastrous, - Your obedient servant; HENRY A. BLAKE.

Myrtle-grove, Youghal.

Sir.—Sir Frank Swettenham, in his letter to you on the above subject, has called attention to a phrase used by Colonel Scely in the opium debale last week, which seesmed to me very unfortunate when I heard it, and which I think careful examination will show to be entirely | they showed qualities which we find bard, the inappropriate. He said it was "a case of our ownmorals and other reopie's money.

F. Swettenham as their mouthpiece, that the presentation of the real facts was regarded as House of Commons is taking their money? As- an outcome of "racial prejudice." suredly not. The opium revenue of Hongkong, the Straits Settlements, the Federated Malay States (which, for all other purposes than those affecting the Mahomedan religion, are governed by the Colonial Office, and not by their Sulans), and Coylon are derived from the expenditure of, for the most part, the labouring population of these colonies—excepting Ceylon, thesale of opium to Malays is prohibited. that the opium traffic may be put down, so that they may no longer be tempted to squander ther hard-earned wages in opium dens and

abstracting by means of the opium tarm who through the teaching of Christ are on a higher them. Colonel Seely's antithesis is, I submit, these ideals that approximation will be slowest, opium; no one proposes, even, that opium should be made cheaper—on the contrary, the more to learn than to teach the progress is Uhinese Chamber, of Commerce at Singapore | already even more marked. Not merely are the has suggested that the tax should be increased, sile of opium. The money which the Chinese failure, but the vital importance of character in probably be induced to pay if the opium dens pressed upon the students in the commercial semain open, cannot rightly be considered the schools of Japan. The Government has all money of the white colonists, who may perhaps | along been trustworthy in this respect. The be called on to pay a larger share of the taxes by leading financial firms in Tokyo are equally so. that we are taking "their money" to satisfy our

norals.-Yours, &c. JOSEPH G. ALEXANDER. Tunbridge-wells, May 14.

THE LATE M. LUDOVIC HALEVY, We have already announced the death, at the age of 74, of the world-renowned callaborateur of Meilhac, Offenbach, and Legoca, M. Ludovic Halevy, who, moreover, as the author of · Monsieur and Madame Cardinal" and L. Abbe Constantin," had secured the rank of plassic in French letters. The death of M. Halévy sets the seal on an epoch. He was the last survivor of that trinity of writers and composers of the Second Empire whose wit and whose melodies remain, perhaps, the most characteristic expression of the brilliant period that gaye them birth. The airs of La Belle Helène, O phée a a Enfers, Burbs Bleve, La therefore the Japanese are not born international Grand Duchesse de Gerotstein, and Le Petit traders like those two other races, yet they are Duc still haunt the memories of the fathers fast developing commercial instinct and capacity and mothers of a generation of young French. as their success in the Bombay cotton trade men for whom the insipid diversions of the abundantly shows, and other characteristics modern cofé c'antant can offer nothing com- necessary to commercial success are sure to parable with these enticing swan-songs of the follow as a result of experience. Nor will foreign countries in tables with British ships, last decade of the Imperial regime. And the this change be in all respects a social or author of Froufron and La Petite Marquise moral advance, though for international trade are the latest we have, which show :represented the flowering of French sen- it is inevitable. Even to this day, where sibility in forms which, while they set foreign ways have not reached, what would the model for so much modern comedy, be contracts with us are estimates in Japan, were themselves of an exquisite workmanand dainly conception never since surpassed. Ludovic Ha by, who was the son of Léon Halévy, a professor at the Boole Poly. technique, began life as a Civil servant under. the protection of the Duc de Morny. While still an official, he produced several small comic operas, for which Offenbach, Bizet, and Morny himself had written the music. Only when, in 1863, he met Meilhau, however, did he begin the career of success which made him famous, the loser's fault or carelessness? The Western Twenty years later he became a member of the system under which pecuniary dealings are more French Academy. At his death he had written | and more regarded as creating or implying no hardly anything for 18 years, but he remained an assiduous frequenter of the Academy, the tend to become opposed to each other both as Conservatory, the Comédie Francaise, and the individuals and as classes, is not a thing to be Author's Society. M. Jules Claretie, writing proud of, nor one which a friend of Japan can in the Temps of the friend, whom he calls | wish to see unreservedly copied from the West. "one of the inspirers of French literature" and a master of pure-French utlerance, says of the 10 learn something of the peculiar virtues of famous operattas associated with the names of Japan, and unless we do learn them the result Meilhao and Halévy :- 'The pollen of their to the British Empire may be disastrous, and wings has not yet fallen, and Musset would

THE CHARACTER OF THE JAPANESE.

Tokyo, April 13th. Following was the text of Bishop Awdry's on the subject from all the medical officers and much quoted letter to the Times: -Sir, -Shortly headmen. The answer was that save in a lafter the war between Japan and Russia you circumoribed district, there were no injurious were kind enough to print a letter of mine which effects apparent from the use of opium. The occasioned some stir and not a little criticism hospital returns showed that in the 64 hospitals both here in Japan and perhaps even more i of theisland there were within the past three England. I trust that, after an interval years but two or three cases treated of complaints three years, you will allow me the publicity of your columns for a second letter on the other

The gist of the former letter was that, in the future be procurable only at the dispensaries surprise and enthusiasm called forth by the and on medical certificate—a system that has, I magnificence of the universal patriotism of the Japanese, their heroic military virtues, and the success. This will transfer the monopoly from total absence of the assertion of individual rights when antagonistic to the public interest, probably not decrease the amount of opium con- Englishmen were a good deal carried off their feet, and were disposed also to ascribe to the Unler the late arrangement with China his Japanese all other virtues. My purpose was to point out that, if this exaggerated estimate continued, there would inevitably follow disillusion Japanese as the former overstimate of them was

And now this cold fit seems to have come. men seemed to think that because they were Should the effect of the instructions issued to heroes in war they must also be saints in peace; undoubted individual rights were overridden by authority in the public interest, and threw up without a murmur their business, their professions, their worldly prospects, their family life, to do perhaps coolie work for the army even after they had served their term with the colours and in the reserver, that, therefore, in the social and commercial virtues also, so comparatively easy to Englishmen, they must be above question. In short, that because

must possess those which we find easy. Of course, such haphazard estimates of na-Whose money is it that provides the opium tional character were doomed to disillusion; but revenue of the Crown colonies? Does it belong at the time the endeavour to minimiza the misto the people who are complaining; with Sir chief of the inevitable future reaction by the

Now there is no "racial prejudice" in the case. It is a happy thing that it has been recognized by those who are making arrangements for the 'Pan-Anglican Congress' in June that in regard to Japan at least "there is no racial problem." Dr. Gulick in his " Evolution of the Japanese" has proved up to the hilt that such differences of character as seem to divide the from the Chinese alone, at least in theory, an Japanese from us are the result, not of physiclogical, but of social evolution, and if they have these Chinese are the very people who are asking | been thus produced they may be thus modified or removed, whether the modification be from them towards us or from us towards them, or by mutual approach. Even in such a matter as intershops licensed by the British Government. In marriage I see no reason against the finest and a series of crowded and enthusiastic meetings | most progressive type of mankind resulting during my visit to the Malay Peninsula in the hereafter from a, bleuding of the two, or anumn of 19.6, and again during the recent generally of the East with the West, just as visit of Mr. R. Laidlaw, M.P., as well as in the fullest type of Christianity will assuredly two great antiopium conferences last year at not be seen till the finer qualities of all races Thep and this year at Penang, composed of have influenced the ideals of Christians and representatives of the Chinese community produced their effect on Christian character and throughout the Peninsula, they have shown practice. In regard to intermarriage, free their earnest desire to be protected union will not be wise until social ideals against the opium vice, and have ap- approximate pretty-closely, and until-each party paled to the British Government to forbid understands before union the social ideals of the their being any longer solicited by tempta- other, so that after union there may not be tions which they find themselves too weak to inevitable disappointment to either man resist. It is in fact, the people whose money | woman. Nor can it be denied that in thi the Government of the Straits has been department of life the ideals which have come In other departments in which Japan has

leaders most keenly alive to the fact that educathe Straits have not yet paid, but may commercial transactions is being urgently their being closed, so as to justify the accusation | The people follow the lead of the Government, and the whole standard of commercial instinct and honour is rising fast. It would be easy toshow why the high level of honour in other branches of life did not affect commerce in former times; indeed, the fact that trade was the lowest of all occupations, so that the tradesman or merchant of Japan was more or less on a par in public estimation with the publican of the New Testament, is of itself enough to account for this; but that condition had passed away. It is most unfair, therefore, that the honour of the Japanese people at large should be measured in the West by the persons with whom alone foreign merchants in Yokohama or Kobe have had most to do-namely, the Japanese who rushed to those ports for the sake of rapid profits by trade. Though the charac. teristic Japanese points of honour lie in a sphere very different from those of the Chinaman, or the Jew, who, whatever their looseness in other lines, would feel themselves disgraced by failure to fulfil the letter of a contract, and liable to be revised if there should be

unexpected change in circumstances such as a great rise or fall of prices. Pecuniary dealings between parties who take no interest in each other canuot, of course, be conducted on such a system, but does it not really stand on a higher level of moral principle than where it is regarded as a matter of no concern to either party whether the other is ruined or not by his bargain, though what causes the ruin may not have been moral relation between the parties, who thereby follows:

Finally, I may suggest that we English need that quickly. It is true that the patriotism smile at Les Brigands as Gavaroi would applaud | which will volunteer for service, and personal heroism after volunteering, are abundant among

the subjects of King Edward; but do we so recegnize that no right of individuals should exist which is detrimental to the public good? Should we all obey as one man if we were told by the public authority that the State needed our services at a crisis, and therefore we must allow all our personal interests to be overridden or thrown to the winds? is this spirit which gives to Japan its power of throwing its whole strongth into a struggle; and it is this spirit of unity which is arising in young China, at this stage sometimes showing itself in ways which are sufficiently bizarre. I do not believe that the British nation would be so mean as to hold back the progress of mankind in order to keep itself at the top. The very spirit of fair sport prevalent amongst us would prevent our intentionally tripping up a rival in order to win the race, or to keep the pace of all slow because we cannot run fast ourselves. But if this is so, we shall have to learn practically from the Japanese that the whole is more important than its parts, and the individual must not assert itself against the State. We must realize in a more practical way than at present the Christian ideal of all being members of one body in which no member or class of members can be antagonistic to another where the interests of the whole are involved. and that each exists for the sake of the whole. oven more truly than the whole exists for the sake of each. Unless we learn and practice this form of social virtue we may find ourselves falling behind in those qualities which make, the power and nobility of a nation.

W. AWDEY, Bishop.

PRINCE IN PRISON.

Berlin, May 8. Prince Philip von Eulenburg, who was once the most powerful man in Germany next to the Emperor, sleeps to-night in a Berlin prison awaiting trial on grave charges.

The downfall and disgrace of this distinguished diplomat and courtier is one of the most tragic episodes of William II.'s reign. Prince von Eulenburg had been under the strictest police supervision at Liebenberg Castle during the past few days while the Public Prosecutor carefully examined the care against him with a view to deciding whether his actual arrest was necessary. Although the Prince is very ill and unable to escape, even if he wished to do so, detectives were stationed constantly ontside his bedroom door.

The actual charge against the Prince prejury. He gave evidence under oath both at the Brand trial last October and at the second trial of Herr Maximilian Harden that he was never guilty of perverse practices.

This statement was controverted by two. witnesses who appeared at Munich sfortnight ago in a libel action brought by Herr Harden against a Munich newspaper. These witnesses gave, under oath, detailed evidence of the gravest character against Prince von Eulenburg.

Not only was this evidence carefully examined. but the witnesses themselves were taken to Liebenberg Castle and confronted with Prince von Eulenburg. Every, possible measure was taken to test their veracity. The authorities finally decided that the evidence was unshakable and that Prince von Enlanburg had been guilty of deliberate perjuty.

The detective inspector who had charge of the police at Liebenberg Castle. was summoned to Berlin to day to see the Public Prosecutor. At noon the inspector returned to the castle with a motor ambulance in which the Prince was conveyed to prison.

The Prince, who was suffering great pain, could only be moved with difficulty, and the journey to Berlin was unusually tedious, as the ambalance halted frequently in order that the Prince might rest.

Princess von Eulenburg accompanied her husband, and two detectives also rode in the

On arriving at the infirmary the Prince was carried from the ambulance to the receiving ward and later to the infirmary, where he will remain until he can be moved to an ordinary

His arrest marks the final downfall of the famous "Round Table" clique, the power and reputation of which have been completely destroyed by Herr Barden's revelations. Already there is another revulsion of public feeling in Herr Harden's favour. It is fully recognised that his conviction at the second trial was absolutely unjust.

Herr Harden's appeal comes before the Supreme Court at Leipzig at the end of May, There is now hardly any doubt that the conviction will be quashed, and that Herr Harden will emerge from the affair as a triumphant

Renter's correspondent states that the most pathetic scenes accompanied the Prince's departure from Logenburg, the little village at the gales of the castle. The utmost consternation prevailed, the villagers crying bitterly as they surrounded the motor-car in intense pain to catch a last glimpse of their lord.

The motor-car was driven at a walking page, but even then had repeatedly to stop so that remedies to relieve pain might be administered

to the Prince. Prince von Eulenburg was German Ambassa. dor in Vienna from 1894 to 1902. It was at this time that his influence was greatest with the German Court, and the Austrian capital became the centre of European diplomatic

BRITISH SHIPS.

The Kentish people are more dependent upon British ships than hops, yet who calls attention to the fact? This little island owns half the ships of the world, and with these ships she carns £100,000,000 per annum. In cotton and shipping it is the United Kingdom against the world. It does not do to compere the ships of Steam and Sail. Steam only.

United Kingdom 11,167,000 All the world and her Colonies... 14,630,000

Ton for ton the British ships are vastl superior to the ships of the rest of the world, being faster, more modern, and effective carriers and freight earners. Taking that into consideration, we may easily assume that Great Britain owns more than one half of the whole world's tonnage, and she does more than half the carrying trade of the world.

The tonnage of the ships of the world is as United King. Tons. ...11,167, 00 France 2,516,000 Italy ... 939,0 (t) Russia 1,392,400 Colonies ... 1,250,000

Now let us look at shipping of U.S.A., and Great Britain :-1860. British 4600,000 U.S.A., ... There is life in the Britisher yet.

BLACK & WHITE WHISKY, 'THE POPULAR SCOTCH.'

It THIS IS WHAT THE MEDICAL "MAGAZINE" SAYS ABOUT THIS WHISKY: -"IT IS AN EXCEPTIONALLY SAFE SPIRIT FOR ORDINARY USE."

ARE SERVED WITH THE GENUINE ARTICLE. INSTANCES ARE KNOWN THAT OTHER SPIRITS ARE PUT INTO BLACK AND WHITE WHISKY BOTTLES AND SOLD AS

WHITE WHISKY. BLACK AND SOLE AGENTS:

H. PRICE & CO., LTD.

WINE, SPIRIT & CIGAR MERCHANTS, TELEPHONE No. 135.

Hengkong, 12th June, 1908.

12, QUEEN'S ROAD CENTRAL.

CRUISER'S ENGAGEMENT IN THE

PERSIAN GULF. Mail advices received at Portsmouth last month from the cruiser Proserpine give details of an engagement which the vessel had in the Persian Gulf with gunrunners whom the writer

describes as Afghans. During the encounter one blue jacket was mortally and another dangerously wounded, and the officer in charge had a DATTOW OSCADE. The letter is dated from Jack, whither the Proserpine proceeded on April 14 from Bushire.

It states that on the 18th, the warship captured a draw containing 1 650 rifles and about a million rounds of ammunition, "most of the weapons being of French manufacture. The dhow's crew were armed and had ammunition on them, but they were evidently surprised and overswed. On the following day the Proserpine was joined by the cruiser Hyacinth, the flagship of the East Indies Squadron, and the Hyacinth remained, in consequence of Afghan threats to wipe out the English reservation at Jask. During the night she kept her guns and searchlights trained on the shore, besides landing marines armed with maxims. Further dhows being expected to land at Bunji with guns and ammunition and two suspicious craft being sighted, the Proserpine despatched a steamboat, cutter, and whaler, under First Lieutenant Bailie-Hamilton, to examine them. The water was very shallow and two of the boats grounded, and as the crew began to wade ashore fire was opened upon them from the beach. A perfect bail of bullets, says the letter, was fired upon the party by the enemy from under the shelter of sand hills and palm trees along the half mile front. The lieutenant. gave the order to return to the boats, and as the men were wading back one bluejacket was hit and fell, but was dragged along in the water by another man to the whaler, and the party proceeded to make their way back, keeping as much under cover of the boats as possible.

Meanwhile, the cutter and steamboat had been returning the enemy's fire, but the maxim jammed after firing 25 rounds and became useless. The critical nature of the position, however, had been observed from the deck of the Proserpine, which, after signalling to recall the boats, opened fire on the concealed Afghans with her kin, guns and three-pounders, making good practice, as the shells could be seen bursting on the beach and among the trees. The enemy continued to fire for a period, some rifle shots actually reaching the ship at a range of over a mile and doing slight damage, but causing no easnalties. The bat parties were still in some peril and the coxswain of the whaler was hit when gatting into the boat,

an i a bullet grazed the lieutenant's arm, but fortunately only bruised it. Several of the men are stated to have had marvellous escapes, and, had the Afghans been better masters of their wespons, the writer of the letter thought the casualty list on the British side would undoubtedly have been greater. King, the whaler's coxswain, was shot through the lungs with a large bullet, and he died about an hour later. The other man bit was shot in the lower part of the back when making for the whaler, and on date when the letter was despatched, April 21, his case was deemed hopeless.

After the fight, the Hysointh left Bushire, but the Proserpine remained on guard to protect Jask and landed all her marines, together with some from the 1! yacinth, whose major took charge of the garrison.

> FORTUNES IN PATENT MEDICINES.

Scott, the head of the firm of Messrs. Scott and Bowns, Limited, the proprietors of Scott's

Probate has been granted on his will, his English estate being valued at £174,947 gross Mr. Scott, who was a citizen of the United States, left the whole of his fortune to his wife and children.

Among other large fortunes made by the proprietors of successful patent medicines and proprietary foods which have recently become subject to death duties are those of :-Senator the Hon. George Taylor

Fulford, of Brockville, Ontario,

Canada, proprietor of Dr. Wil-... £1,311,000 liams' Pink Pills Mr. James Epps, the famous homeopathic chemist and cocca manu-Mr. Frederick Boden Benger, of Manchester, proprietor of Benger's Food Mr. George Handyside, of Newcastle on Tyne, proprietor of the "Consumpt on Care" Mr. Walter Tom Owbridge, of Hull, proprietor of Owbridge's Lung

Tonic Tonic ... Mr. Robert Dyer Commans, J.P., of Bath, inventor of the Areca Nut Tooth Paste Mr. Johann Carl Gustav Mellin, of Mellin's Food Mr. Thomas Beecham, of St. Helens and Southport, proprietor of

Beecham's Pills ... Mr. Alfred Silvester Day, of Day and Sons, animal medicine manu-Mr. Charles Edward Fulford, of

the Bile Bean Manufacturing FRANCE AND THE CHINESE REBELS.

The Temps to-day refers to the telegram published the other day which announced that China had asked the co-op-ration of France in repressing the Chinese rebellion on the Tonkin frontier. The Temps does not dispute the actual accuracy of the news, but points out that, presented as it was without extpanation, it might give rise to the belief that the French Government had hitherto done nothing in regard to the Chinese robels, and that it had even been

Paris, May 11.

Suffered Incessantly for a Year-They were Very Large and Pain was Dreadful - Could Hardly Bear Clothing-Health Much Impaired.

WAS ABSOLUTELY CURED BY CUTICURA REMEDIES

"I have to thank Cuticura Remedies for completely curing me of one of the worst attacks of boils it is possible to magine. I suffered from boils-incessantly for a year, and I was so unsuccessful in trying remedy after remedy that I began to despair of ever getting my system clear of this distressing allment. My shoulder and back were principally affected. Any one who has had a single boll knows how dreadfully painful boils are, so it will be evident how much I suffered when I tell you that I had four large They would be a long time coming up and so very painful all the time that I could hardly bear my clothes They were very large, one on my back extending to the size of a fiveshilling piece, while the smallest was as big as a sixpence. My health suffered much as the result of the attack and I got into a very run-down condition. After I had tried other means without any benefit, I read of a cure by Cuticuta, and though I had not much faith, I thought I could not do any harm in trying - Cuticura Soap. So I bought a tablet and after I had washed the affected parts a few times I noticed such a great improvement that I decided I could not do better than try the whole Cutioura Treatment. I got the Cuticura Soap, Cintment, and Pills. and my progress from that time was truly wonderful. A great change for the better took place almost immediately and now, well within three months from when I started with the Scap, I can pronounce myself absolutely cured. Cuticura Remedies have got the disease right out of my system. I am extremely grateful for the great benefit I have derived, and I wish most earnestly to recommend Cuticura Remedies to every one troubled with boils. shall never be without Cutioura Boap. Mrs. E. J. Chapman, 9, Union Square, New Kent Road, London, S. E., July 15, 1907.

Send to nearest depot for free Cuticura Book on Treatment of Skin Diseases. Cuticurs Remedies are sold throughout the world. *A Single Set often Cures. Depots: London, 27.

Charterhouse Sq.: Paris. 5. Rue de is Paix:
Australia, R. Towns & Co., Sydney; South Africa,
Lennon, Ltd., Cape Town, etc.; U.S. A., Potter
Drug & Chem. Corp., Sole Props., Boston.

favouring their movement by allowing them to obtain supplies on Tonking territory. " As a matter of fact," the Temps says, "the French authorities have not ceased to give the Chinese suthorities on the other side of the frontier constant support and to exercise surveillance with a view to preventing revolutionary bands from assembling with the aid of our hospitality. The Tonkin authorities disarm the revolutionaries who enter our territory as soon as they cross the border and attempt to establish a base of operations in Tonkin. To this surveillance on the French side is due the rapid apprasement of the treubles in Kwangai. Recently a band medicine has been left by Mr. Alfred Bowne of rebels which had formed on Chinese and not on French territory seized Hokeon, thanks to the complicity of the Regular troops. The Viceroy of Yunnan took the necessary measures to prevent a fresh series of disturbances and to annihilate the rebels who met with no support on the French side. Alt is to an exchange of notes on this subject that the message in question alludes; but it can be seen that the matter merely concerns an agreement which has long been in force."

WEATHER REPORT,

On the 15th at: 11.49 a.m.—The barometer has fallen quickly in 3.W. Japan and a sight fall h s taken place over S. China. A depression which appears to have formed

over the Eastern Sea, is now off the coast of 725,837 S.W. Japan. It will probably move to the N.E. Pressure is high over the racific in the neighbourhood of the Bonius Fresh S. monsoon may be expected in the Formoss Channel and the N. part of the China

Hongkong rainfall for the 24 bours ending at 10 a.m. to-day, 1.14 inches.

The forecast for the 24 hours ending at neon to-day is as follows :--

Hongkong & Neighbourhood (*) Formosa Channel Same as No. 1. South coast of China between | Some as No. 1. Hongkong and Lamouks. South coast of China between | Same-as No. L.

Honokoug and Hainan .. ! (*) S.W. winds, fresh or strong; squally

LATEST STEAMER MOVEMENTS. The str. Rubi left Manila on Salurday afternoon 4 p.m. the 13th inst., and is due here to-

day at daylight. The H.A.L. str. Scandia left Foodbow on the 15th inst. at noon, and may be expected here

to-morrow a.m. The H.A.L. str. Andalusia left Kuchinotsu on the 12th inst. p.m., and may be expected here

The Austrian Lloyd's str. Trieste left Shanghai for this port on the 15th inst., and is due here on the 18th inst.

The C.P.R. str. Monteagle arrived Yokohama at 12.30 p.m. on Saturday, the 13th inst., and left again at 4 p.m. same day for Kobe, where she was due to arrive at 6 a.m. yesterday.

Advertisements and Subscriptions which are no erdered for a fixed period will be continued until countermanded. Orders for entra copies of DAILT PRESS should be sent in before 11 a.m. on day of publication.

After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.O., 5th Rd-

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T the PEAK. SMALL FURNISHED HOUSE for July, August and Septem. ber. Particulars to PERCY SMITH & SETH. Queen's Road, Central. Hongkong, 16th June, 1908.

TO LET.

NO. 18, WYNDHAM STREET, Four Rooms. Apply to-C. F. DE CARVALHO. 14, Arbuthnot Road.

Tengkong 16th June, 1808. NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE. FOR EUROPE.

THE I.G.M. Steamship

"PRINZ HEINRICH! Capt, P. Grosch, will leave on THURSDAY, the 18th inst., at 9 A.M. from the Kowloon Wharf.

NORDDEUTSCHEE LLOYD. MELCHERS & Co., Agents. Hongkong, 16th June, 1908. FOR SINGAPORE, PENANG AND

CALCUTTA. HE Steamship

"ARRATOON APCAR." Captain A. Stewart; will be despatched for the above Ports on THURSDAY, the 18th inst., at NOON.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Hongkong, 16th June, 1908.

DUUGLAR STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

"HAIMUN," Captain Evans, will be despatched the above Ports on FRIDAY, the 19th inst., at 2 P.M. " For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 16th June, 1908.

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

HE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consigness of Cargo are hereby informed their Goods will be delivered from alongside. impeding the discharge will be landed at once, at Consigner risk and Cargo remaining on board after 4 P.M. of

the 17th inst., will be landed at Consignees risk and expense. Consigness of cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the Vessel will be landed and stored at

Consignees! risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LTD., Hongkong, 15th June, 1908.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN. BOMBAY. COLOMBO. PENANG AND SINGAPORE.

HE Company's Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

This Steamer brings Cargo from Vehice ex s.s. "Metcovich," transhipped at Trieste.

Trieste ex s.s. "Africa," transhipped at Bombay. Optional Cargo will be discharged here unless

notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 21st inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st inst., will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents. Hongkong, 15th June, 1908.



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BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention. 59A, QUEEN'S ROAD CENTRAL, - HONGKONG.

Hongkong, 20th February, 1908.

INTIMATIONS

NOTICE.

NY persons having claims against the Estate of the late Colonel HENRY MARTIN, late P.M.O., South China Command, are requested to forward the same to the PRESIDENT, Committee of Adjustment, on or before the 15TH JULY, 1908.

S. MACDONALD, Major, R.A.M.C., President, Committee of Adjustment, Hongkong, 15th June, 1908.

CHINA FIRE INSURANCE COMPANY LIMITED. NOTICE:

TROM This Date, and during the Absence of MR. GEO. L. TOMLIN from the Colony, MR. W. G. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

HENRY W. SLADE. Chairman, Hongkong, 3rd June, 1908.

CHINA TRADERS' INSURANCE CO. LIMITED. NOTICE.

E CERTIFICATE No. 589 for Ten Shares, numbered 23641 to 23650, standing in the Register in the name of GOH HUCK TEE, having been declared LOST. NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company on or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void.

By Order of the Board of Directors. A, B. ROUSE,

for the Secretary. Hongkong, 3rd June, 1908.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 83; QUEEN'S ROAD CENTRAL From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

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THE TRADE MARKS ORDINANCE,

APPLICATION FOR REGISTRATION OF A TRADE MARK.

TOTICE IS HEREBY GIVEN that The LUBRICATING OIL IMPORT COMPANY, LIMITED of Antwerp have on the 21st day of February, 1908 applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK



in the name of THE LUBBICATING OIL IMPORT COMPANY. LEMITED, who claim to be the

Proprietors thereof The TRADE MARK has been used by the Applicants in respect of LUBRICATING OIL and GREASE for lubricating purposes, in Class 47.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, Dated the 9th day of April, 1908.

DEACON, LOOKER & DEACON, Solicitors for the Applicants. 1, Das Voeux Road Central, Hongkong.

INSURANCES

ATORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER, 1905 £17,837,119.

AUTHORISED CAPITAL ... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. --Hongkong, 27th April, 1907.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August 1906

AACTEN AND MUNICH FIRE IN. SURANCE CO. OF AIX LA-CHAPELLE.

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Hongkong, 21st April, 1897.

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions L to Sell by Public Auction, On TUESDAY and WEDNESDAY, the 23rd and 24th June, 1908, at 10 A.M.

each day at H. M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES.

Comprising :-OLD AND SURPLUS NAVAL STORES; -CHAIN CABLE, WOOD BLOCKS HOSES, TOOLS, OLD IRON & METAL, ELECTRIC CABLE, MATS and MAT-TINGS, WOOD BOXES. LEATHER COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &c., &c., &c.

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HUGHES & HOUGH, Government Auctioneers. Hongkong, 6th June, 1908.

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Hongkong, 9th May, 1908.

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Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, lat June, 1908.

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THE COMPRADORE DEPARTMENT E. D. SASSOON & CO.; Queen's Road Central. Hongkong, 10th June, 1908.

TO LET.

NTO. 2, MACDONNELL BOAD. COMPRADORE'S DEPARTMENT,

Nippon Yusan Kaisha. Hongkong, 3rd June, 1905. TO LET.

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TO LET.

TAIRST Class European Houses, Lochiel Terrace and Humphreys Avenue, Kow-Apply to- TAM TSZ KONG., Care of Hip On Insurance, Exchange and Loan Co., Ld., 42, Bonham Strand, West. Hongkong, 1st October, 1907.

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66 A LENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. 2. BEACONFIELD ARA DE. Parade Ground. No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Top From 1st July, 1908. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

DWELLING BOOMS and Offices in DUDDELL STREET. No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor). OFFICES in Queen's Road Central. BELILIOS TERRACE HOUSES, BODINSON ROAD.

No. 3, DUDDELL STREET Shop. No. 2, DES VŒUX VILLAS (PBAR). Apply to-LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

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Hongkong, 6th June, 1908.

FROM 1ST MAY.

IZ OWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

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lst floor. "HATHERLEIGH." Conduit Road. OFFICES in York BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B., Des Vous Road next to the Hongkong Horst. FLATS in MORETON TERRAGE. Apply to-

THE HONGKONG LAND INVEST MENT & AGENCY CO., LTD. Rongkong, 1st June, 1908.

TOS. 27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE ROAD. Apply to-

TO LET.

SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908.

TO LET. ODOWN, No. 5A, DUDDELL STREET. Apply to-THE HONGKONG LAND INVESTMENT

& AGENCY CO., LD. Hongkong, 1st June, 1908. TO LET.

and 5-ROOMED HOUSES in Kowloon. COMMODIOUS SHOP in Des Voux Road Central, Hongkong. Immediate possession Moderate rentals,

Apply to-HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 2nd April, 1908.

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SILVER ... 1... \$13,500,000 \$28,500,000

RESERVE LIABILITY OF PROPTORS\$15,000,000 COURT OF DIRECTORS. Hon. Mr. HENRY KESWICK,-Chairman.

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ON FIXED DEPOSITS. For 3 months, 21 per cent. per Annum. For 6 months, 31 per cent, per Annum. For 12 months, 4 per cent. per Annam. J. R. M. SMITH,

Chief Manager, Hengkong, 22nd May, 1908.

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Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent. per annum. For the Hongkong AND SHANGHA BANKING CORPORATION,

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S. DES VOUX ROAD. Interest allowed on Current Account: Deposits received on terms which may be ha on application. D. TOHDOW, Manager. Hougkong, 5th April, 1907.

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TORS £1,200,000 INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.

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... 31 per cent. 21 per cent. 447 240 EVAN ORMISTON. Manager. Hongkong, 23rd April, 1908.

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TAKEO TAKAMICHI, Manager.

Hongkong, 24th March 1908. 524

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PARLI AMENTARY EXTRACTS.

Following is a selection from the latest Parismentary reports received by mail-via Siberia. THE NEW BISHOPRIC AT SINGAPORE.

In answer to Mr. Listdlaw (Renfrew, E.), Colonel Seely (Liverpool, Abercromby) said,-Since 1906 the Straits Settlements Government have contributed £150 per annum to the Singapore Bishopric Endowment Fund, As regards the Federated Malay States, Penk and Selangor each contributed \$7,500 to the fund in 1906, and Negri Sembilan \$5,000. The Government of the Straits Settlements pays £100 per annum towards the salary of the Bishop, and also, I understand, his travelling expenses within the

THE OPIUM TRAFFIC. Mr. Villiers (Brighton) asked the Under-Secretary for the Colonies what was the revenue of Hongkong derived, either directly or indirectly, from the sale of opium, and what was the revenue from other securces.

Colonel Seely.-The figures for 1907 are as follows :- Revenue derived from opium, \$1,551930; revenue from all other sources, \$5,050,350,

GREMAN ARMY, In reply to Mr. Harald Cox, M.P., who asked what is approximately, according to the latest figures available, the total war strength of the Germany army, what is the annual expenditure by the German Empire upon the army, and what are the corresponding figures for the British Army, including in that term troops paid for by the taxpayers of the United. Kingdom and by the taxpayers of India, Mr. Haldane states that the approximate figures for 1908-9 are as follows :- German army .three millions); cost, 51 millions. British forces -War strength, 1,066,000; cost, 49 millions. C. P. R. MAILS.

In answer to Mr. Harold Cox (Preston). M1. Buxton (Tower Hamlets, Poplar) said :-The negotiations with the Canadian Pacific Railway Company for the conveyance of mails to Hongkong are not yet completed. The contract will be laid before this Home fer confirms. tion. So far as I am aware, no other steamship or railway company is at present in a position to tender for an expeditious service to Hongkong via North America at the present time.

Mr. M'Hugh (Sligo, N.) asked the Postmaster. General whether he could state approximately when the new contract for the carriage of mails across Canada would be submitted to the House for confirmation; and whether the Government would, before entering into an agreement with to the mutual interests of the parties concerned, any Canadian company, give due consideration | inasmuch as it tends to solidify the foundation to the interests of Ireland in connexion with of international trade and to assist in its healthy this matter.

Mr. Buxton.—I am unable to state at present House for confirmation. As regards the particular contract in question, it is a continuation for three years of an existing contract at a the subject of the new Treaty. It is to be greatly reduced payment. If a route more advantageous than that of the Canadian Pacific Railway Company should hereafter become available, its adoption will not he precluded by the proposed contract with that company.

Mr. Havelock Wilson (Middlesbrough) asked the President of the Board of Trade whether he would cause instructions to be issued to the officers of the Board of Trade to prevent Chinese boarding-house keepers from having access to Board of Trade premises for the purpose of supplying crews of Chinaman to British ships; whether he was aware that it had been the practice for many years to prevent British seamen and others from using the writing-rooms of Mercantile Marine Offices unless they could produce conflicates of discharge to prove that they were bona fide seamen; and whether he would cause this rule to be stringently applied to Chinamen in the same manner that it is applied to other seamen.

Mr. Churchill. - Chinese boarding-house keepers are not, and will not be, sllowed access to the Board of Trade premises for the purpos of supplying crews of Chinamen. Any case in which sufficient evidence is available of a boarding-house keeper having supplied a crew, Chinese or otherwise, would be considered with the view to legal proceedings being taken under sections 111 or 112 of the Merchant Shipping Act, 1894. I have no knowledge of the practice referred to in the second part of my hon, friend's question. The waiting-rooms of Mercantile Marine Offices are open to al persons desiring to obtain employment on board merchant ships; whether they produce certificates of discharge or not. Losfers or undesirable persons are, of course, liable to be ex

Mr. Havelock Wilson asked the President o the Board of Trade whether his attention had been called to the excitement which provailed amongst British seamen at the Mercantile Marine Office, Poplar, on Saturday and Sunday in consequence of the owners of the stemmships Zambesi and Strathness endeavouring to shi crews of Chinamen; whether he was aware that the Chicamen in question were unable to pass the language test as required by the Merchant Shipping Act; whether it had been brought to h's notice that when Chinese drews were being signed on; duly qualified and independent interpreters were not provided by the owners; whether he was aware that these crews were being found by well known Chinese grimps ; and whataction, if any, the Board of Trade intended to

take to put an end to these practices: Mr. Churchill. - My attention has been called to disturbances at Poplar on Saturday and Monday last in connexion with the proposal to engage Chinese crews for the steamships Zambesi and Strathness. I understind that it is the case that the leading seamed No. I was unable to pass the langu go test. There is no . legal obligation on owners to provide interpreters, but care is taken by the superintendent that the various clauses in the articles of agreement are explained to the seamen by some person competent to do so before they are engaged. It have nothing before me to prove that the creave in the cases referred to by my hon, friend, were supplied by Chinese crimps; but if any evidence of an infringement of sections III or 112 of the Merchant Shipping Act, 1894, is forthcoming the question of instituting legal proceedings wil be considered. I may add that the recent unusual increase in the number of Chinese, seamen shipped in United Kingdom ports requires and (Formerly, of the Emperial Chinese Customs is receiving prompt and searching attention, and must be regarded as a matter of serious

concern: | In answer to a further question by Mr. Havelock Wilson. Mr. Churchill gave an assurance that the law

would be strictly enforced. Mr. Havelock Wilson also asked the Secrequetion on the same subject. Department a LENNIE. Its description of Chinese Soci

Mr. Gladstone (Leeds, W.) .- One sergeant and six constables were on duty at the Board of Trade Office, Poplar, on Monday afternoon; and this

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number was increased owing to the gathering of a considerable crowd, to three inspectors two sergeants, and 30 constables, in order to enable the police to maintain order. At the request of the superintendent at the Mercantile Marine Office, the police secured admission to the office for 19 Chihaman who were desirous of signing on. The police did not knowingly prevent any British seamen who had business there from going into the waiting-room, but in such a case there must always be some difficulty in distinguishing individuals who are there on business from the rest of a large crowd;

TREATIES BETWEEN JAPAN AND AMERICA,

PROTECTION OF INDUSTRIAL PROPERTY IN CHINA AND KOREA.

Two Treaties were recently concluded between Japan and America for the protection of industrial property and copy-right in China and Korea. Referring to this subject, the Jiji Shimpo says that the Powers, perceiving the impossible nature of relying on the Chinese Government for the sufficient protection of industrial property in China, have decided to carry out the object they have in view by means of treaties among themselves. The loss resulting from the absence of the protection of trade-marks in China has been suffered as much by Japanese as the people of any other country Charges are now persistently preferred against Japanese of the piracy of foreign trade-marks, Whether the charges are deserved or not, it is an indisputable fact that Japanese themselves are suffering from the imitation of their trade." War strength, 4,110,000 (these figures do not marks. . . . Now that Japan and America include the Landsturm, amounting to about have entered into an agreement for the mutual protection of industrial property in China and | Peking Korea, there can be little question that the trade of both countries in the Far East will be placed on a firmer basis, and that many of the possible misunderstandings between the two countries will be avoided. It is also desirable. that other countries interested in Far Eastern trade should follow suit and enter into a similar agreement. At the same time those Japanese against whom the allegation is made as to the imitation of trade-marks of other people must have their attention drawn to the fact that illegal or dishonest practices, if they are really guilty of such, are not the way to promote their interests, and that honesty is the best policy and will bring its reward in the long run. All will agree, the Tokyo journal continues, in thinking that a Treaty of this kind is conducive progress. It is also satisfactory to note that the United States has agreed to forego a portion when the new contract will be submitted to this of her extraterritorial rights in Korea and submit to the decision of the Korean administration in regard to the matter which forms hoped, the Jiji concludes, that this will prove the forerunner of the total abolition of extraterritoriality in Korea.

SCOTLAND'S SLAVES.

When Mr. Keir Hardle lightly calls the artisans of Manchester indentured slaves, i must be remembered that he is a native of a land in-which slavery was legal and common until modern times. Many people still living can tell of men and women whom they knew in childhood who were born slaves and lived as slaves—in Scotland. The miners of coal and salt were slaves to a man-and woman, ave woman, for women did the most degrading part of the labour, the carrying of the loads from the mines to the surface. Once they took service at a mine they became the bondservants of their employer. They could not legally quit his service; if they did quit, they were pursued and taken back. Robert Chambers has recorded the case of a collier living near Glasgow who had been bartered by his master for a pony. This is the history, not of the Middle Ages but of the latter part of the eighteenth century and the early part of the nineteenth. Sir Archibald Geikie is one of the men who can remember Scotsmen and Scotswomen who were bornslaves. When, in 1772, the Court of King's Bench declared that slavery could not exist in Great Britain there were at the time hundreds of slaves in Scotland, who were bought and sold as part of the works on which they and their forebears were employed Three years later as Act was passed to abolish Scottish slavery. It decreed that all colliers under twenty one were to be free in seven years from that date. Those between twenty-one and thirty-five were to be released after ten years. Men between thirtyfive and forty five were to have their freedom after seven years, provided that each had in the meantime secured the services and instructed in the art and mystery of his calling an apprantice of at least eighteen years of age. But, as freedom could not be gained without a legal declaration from sheriffs, who had to be waited upone in the towns, slavery continued, and even after the Act of 1790 absolutely abelishing villainage, men remained fest bound to em-

A good example is set by the people who take care of their teeth—and more of them every year use Calvert's Carbolic Tooth Powder Sold by Jocal Chemists and Stores. F. C. Calvert & Co., Manchester, Eng.

ployers who had advanced them money.

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Great Britain :- Nanking, 1842; Tientein, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investiga-tion of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898; Weihniwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention, 1904.

France:-Tientsin, 1858; Convention, 1860 Tientain, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. nited States: - Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903. ermany:—Tientsin, 1861; Peking, 1880; Kisochau Convention, 1898; Railway and

Mining Concession, 1898. Japan :- Shimonoseki, 1895; Lisotung Co B vention, 1895; Commercial, 1896; New Port-1896. Supplementary Commercial, 1903

Russian: S. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Commercial Treat, 1094.

FINAL PROTOCOL made between China and Eleven Powers, 1901. TREATIES WITH JAPAN Great Britain, 1894; Duties Convention 1895

Russia, Agreements as to Cores: United States, Extradition Treaty, 1895; Great Britain (Alliance) 1905; Rousia (Peace Treaty) 1905. TREATIES WITH CORNA

Japan, 1876; Japan Supplementary, 1876 Japan, 1905. United Utates, 1882; Britain, 1895.

TREATING WITH STAM. Great Britain, 1856 and 1899 France, 1893 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention

CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Corea. LEGAL DOCUMENTS

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St. Louis, 1905.

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BHIPPING.

ABRIVALS. AMARA, Briti h str., 1,566, C. J. Mattock, 14th Junes - Wakamatsu 8th June, Coal -Jardine, Matheson & Co.

CANDIA, British str., 4,195, Owen Jones, 15th June Yokohama via Ports 3rd June, General. P. & O. S. N. Co. CHEANGCHEW, British str., 1,213, E. Stepherd, 15th June-Amoy 9th June, General-

Chinese. CHIHLI, British str., 1,143, J. Warrack, 15th -June-Haiphong via Holhow 11th June, General-Butterfield & Swire. ELAX, British etr., 1,652, Brownson; 14th June

Singapore 8th June, Bulk Oil-Asiatio Petroleum Co. HANGSANG, British str., 1,356; S. Wilde, 15th June—Shanghai 10th June, General— Jardine, Matheson & Co.

HANOL French str., 742, J. Pannier, 15th June -Haiphong and Ports 11th June, General -A. R. Marty. Keens Wal, German str., 1,115, P. Köhler, 15th June—Bangkok June 7th, via Swatow 14th, Rice and Teakwood—Butterfield &

KIUKIANG, British str., 14th June-Canton. OCEANO, British str., 1,739, M. Le Brum, 14th June-Hougay 12th June, Coal-Dodwell

POCAHONTAS, British str., 1,740, F. G. Cox, 14th June-Salina Cruz 12th May-Order. ROMANY, British str., 2,579, Nasbit, 14th June -Kobe 6th June, Ballast-Asiatic Petroleum Co.

SHANSI British str., 1,228, F. Boyd, 14th June - Chicking and Shanghai 10th June General-Butterfield & Swire. TJIKINI, Dutch str., 2,826, H. Koops, 15th June-Meji and Swatow 14th June, General -Java-China-Japan Lijn.

CLEARANCES AT THE HARROUR MASTER'S OFFICE.

15th June. Amara, British str., for Canton. Candia: British etr., for Bingapore. Occano, British str., for Canton. Romany, British str., for Canton ... Shoshu Maru, Japanese str., for Takao.

> DEPARTURES. 14th June.

CHIYUEN, Chinese str., for Canton, ITHIKA, German str., for Cauton.

35th June. CHEONGSHING, British str., for Canton. LINAN, British str., for Canton. SHANSI, British str., for Canton, . SHANTUNG, German str., for Holhow. TSINAN, British str., for Manila and Australia.

SHIPPING REPORTS. The British str. Oceano reports: Heavy continuous rain with strong lightning and thunder storms, sea moderate, breeze various.

> VESSELS IN DOCK. June 15th.

ABERDEEN DOCKS,how LOOK DOCKS-Sorsogon, Finne, Courtfield, Arabia, Hongking, Aker Likin, Peiho. COSMOPOLITAN DOURS .- Chowlai.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

HE Company's Steamship

"HAITAN," Captain J. S. Rosch, will be despatched for the above Ports TO-DAY, the 16th inst., at 2 P.M.

For Freight or Passage apply to DOUGLAS LAPRAIK & Co. General Managers. Hongkong, 18th June, 1808.



AUSTRIAN LLOYD'S STEAM NAV GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON," Capt. E. Tarabochia, will leave for the above places TO-MORROW, the 17th inst., P.M. This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & CO. Prince's Building. Hongkong, 16th June, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THEOUGH BILLS OF LADING ISSUED FO BATAVIA, PRESIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

HE Steamship

Captain A. L. Valentini, R.N.R., carrying E: Majesty's Mails, will be despatched from this for Bombay &c. on SATUR-DAY the 27th June at Noon, taking passengers and cargo for the above port In connection with the Company's 8.9 "MCOLTAN," 10,000 tons, from Colombo, passengers' accommodation in which vesses secured before departure from Hongkong.

Silk and Valuables, all cargo for France in Tes for London (under arrangement will be transhipped at Colombo into the mail steame proceeding to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. " PENINEULAE," due in London on the 9th August, 1908. Parcels will be received at this Office until . 4 P.M. the day before sailing. The content.

and value of all packages are required. For further particulars, apply to F. J. ABBOTT, Acting Superintender t.

Hongkong, 15th June, 1908.

LOADING ADVERTISED

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commenting from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong" h" midway between Hongkong and Kowloon "m," and thoses vessels berthed at the Kowloon Wharf "k.w." tegether with the number denoting she section. SECTIONS.

From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier.

3 From Blake Pier to Naval Yard,

4 From Naval Yard to East Point.

						80
DESTINATION	TESSEL'S NAMES	PLAG & BIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
		5	* :			
LONDON & ANTWERP VIA SINGAPORE &c	CANDIA	Brit. str	=	O. Jones, R.N.R	BHEWAN, TOMES & Co.	To-day. On 20th inst.
LONDON & ANTWERP	PALERMO	Brit. str.	=	J. B. Ferguson	P. & O. S. N. Co	About 29rd inst.
LONDON & ANTWERP VIA SINGAPORE, &c	ARCADIA	Brit. str	-	A. L. Valentini	P. & O. S. N. Co.	On 27th inst., at Noon. On 12th July.
HARVE & HAMBURG VIA STRAITS, AC 1111	Tempre	Ger. str	k. w.	Luning	HAMBURG-AMERIKA LININ	On 26th July
HAVRE & HAMBURG VIA STRAITS, &c HAVRE & HAMBURG VIA STRAITS, &c	BAXONIA	Ger. str.	k, w.	Habel	HAMBURG-AMERIKA LINIH	On 9th August. On 23rd inst., at 1 P.M.
MARGRITATER And VIA PORTS OF CALL	TONEIN	Fr. str Jap. str	=	Charbonnel	MESSAGERIES MARITIMES	On 24th inst. at D'light
MARSHILLES, LONDON & ANTWERP VIA BINGAPORE, ac	HARATA MARU	Dan. str		******* ****************	MRICHBRE& Co	Beginning of July
MARSEILLES, HAVRE COPENHAGEN,	WAKASA MARU	Jap. str		N. Nielsen	NIPPON YUSBN KAISHA	On 8th July, at D'light On 23rd inst.
ANTO ERP ROTTERDAM BREMEN & MAMBURG	BRISGAVIA	Ger. str.	k. 67.	Girstenbräu Sach		On 18th inst
GENOA & OR MARSEILLES & HAMBURG NAPLES, GENOA, ALGIERS, GIBRATAR &C.	PRINZ HEINEICH	Ger, str		P. Grosch	MELCHES & Co	On 18th inst., at 9 A.M. On 20th inst., P.M.
TRIESTE, &C., VIA SINGAPORE, &C	TRIESTR	Aus. str.		S. Cliunak		About 25th inst.
VANCOUVER VIA BHANGHAI JAPAN, &c.	CEANO	Brit. str.	2 m.		CANADIAN PACIFIC R. Co	On 18th inst., at Noon.
VANCOUTER VIA SHANGHAI JAPAN, &C	EMPRESS OF JAPAN	Brit, str	l m.			On 4th July, at 4 P.M. On 23rd inst, at 4 P.M.
VICTORIA B.C. & SEATTLE, WASH, &C	TREMONT	Jap. str Am. str		T. W. Garlick	DODWELL & Co., LTD	On 1st July.
VICTORIA B.C., & TACOMA VIA JAPAN VICTORIA, B.C., & SEATTLE, WASH., &c		Jap. str		J. Nagao	NIPPON YVSEN KAISHA	On 7th July, at 4 P.M. On 18th inst, at 5 P.M.
ATISTRALIAN PORTS VIA MANILA	TI AN ILLE	Ger, str		J. Minssen St. John George	GIBB. LIVINGSTON & CO	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	NIKKO MABU	Jap. str	-	T. Harrison	NIFFON YUSEN KAISHA	On 10th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str		N. Mathieson	MELCHERS & Co.	On 7th Aug., at Noon. About 5th July.
VLADIVOSTOCK	PRINZ WALDEMAR.	Rus. str		W. von Sendon		About 26th inst.
KOBE AND YOKOHAMA	KAWACRI MARU	Jap. str		H. Petersen	NIPPON YUSEN KAISHA	On 27th inst, at D'light On 8th July, at Noon.
NAGASAKI, KOBE & YOKOHAMA	HUMANO MAKE MI	Jap. str Dut. str		N. Mathieson	JAVA-CHINA-JAPAN LIJN	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c	AMIRAL EXELMANS	Fren.str	4 44 1	100 100 100	J. Millet.	On 25th July. On 18th inst, at Noon.
TIENTSIN	CHEONGSHING	Brit. str		Richard	JARDINE, MATHESON & Co., LD. JARDINE, MATHESON & Co., LD.	To-day, at Noon.
SHANGHAI VIA SWATOW	AA VIBHING	Aus. str	E .	E. Tarabocchia	SANDER, WIEDER & Co	To-morrow, P.M.
SHANGHAI YOKOHAMA. & KOBE	THE CONTRACTOR OF THE PARTY OF	Brit. str		A. E. Sandbach		To morrow, at Noon. About 17th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUJUN MARU	Ger. str		B. Wilhelmi M. Nemoto	OSAKA SHOSEN KAISHA	On 18th inst., at 10 A.M
SHANGHAI VIA SWATOW, AMOY & FOOCION SHANGHAI, MOJI, KOBE & YOKOHAMA	SOCOTRA	Brit str		W. B. Hickey	P. & O. S. N. Co.	About 18th inst. On 19th inst.
SHANGHAI, MOJI & KOBE	TELORORO DEVE OU	Ger. str	k. w.	K. Sato		On 20th inst.
SHANGHAI, YOKOHAMA & KOBE		Ger, str.	1 -		HAMBURG-AMERIKA LINIS	On 20th inst. About 22nd inst.
SHANGHAL KOBE & YOKOHAMA	CALEDONIEN	Brit. str		M. B. Lake	JARDINE, MATHEBON & Co., LD.	
BHANGHAI, YOKOHAMA, KOBE & MOJI	DEVANHA	77-14 males		T H. Hide, R.N.R	P. & O. S. N. Co	About 25th inst.
SHANGHAI, YOKOHAMA & KOBE		Rus. str	_	H. Pybus		End of June. Quick despatch.
BHANGHAI	Talmani	Brit. str	4.5	H. A. Wall		To-day, at 4 P.M.
TAKAO (DIBECT)	SHOBET MARU	Jap. str		Ijichi	OBAKA SHOBEN KAISHA	To-day, at 10 A.M. On 21st inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str Brit. str		I. Sakurai Imbben		On 18th inst., at 4 P.M.
BWATOW, AMOY & FUOCHOW	HAITAN	49.34		J. S. Roach	DOUGLAS LAPRAIR & Co	To-day, at 2 P.M.
SWATOW, CHEFOO & TIENTSIN	HUICHOW	Brit, str		E. Forsyth	W W	To-day, at 4 P.M. On 19th inst, at 2 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit, str		W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA	The same and the American	Brit. str	-	S. J. Payne		
MANILA	Transcourse and	1 4 7 7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		R. Almond	JAEDINE MATHESON & CO., LD	On 26th inst, at 4 P.M.
1 MANITA	7 :	D-24 4	1 .	Rodger	, SHEWAN TOMES & CO,	On 27th mm, at Moon.
CERU & ILOILO	KATFONG	Brit. str	7 7 7 1	Mathias		On 18th inst, at 4 P.M.
SANDAKAN ME	7.2	A Thomas Andrews		F. Sembill	MELCHELS & Co	About End of June.
BOMBAY VIA SINGAPORE & COLOMBO	YEBOSHI MALU	Jap. au.		B. Kon.	DAVID SASSON & Co., LTD	On 18th inst. at Noon.
I SINGAPORE, PENANG & CALCUTTA	. ARMANOON ALL CAMMI				. LIARDINE MEATHERON & CO., LID.	On 24th init, at Noon.
BINGAPORE. PENANG & CALCUTTA BATAVIA, CHERIBON, SAMARANG, &c	TJIKIBI	Duti str	n	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.
DATA VIA, CHERIBON, SHIRATIANO, 20,				The store of		

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Hongkong, 5th June, 1908.

"PETRONIA" End of June. SIAM" Beginning of July. "CURONIA" About 5th July. MELCHERS & CO.

DATE OF SAILING,

KAISHA. YUSEN (THE JAPAN MAIL STEAMSHIP CO.)

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PROJECTED SAILINGS FROM HUNGKONG-SUBJECT TO ALTERATION.

SAILING DATES 1908. STRAMERS. DESTINATIONS. (WED DAY, 24th June, MARSEILLES, LONDON and / HAKATA MARU, Tons 6161 ANTWERP, via SINGA.) Capt. T. Murai, at Daylight. WED DAY, 8th July, PORE. PENANG, WAKASA MARU, Tons 6265 at Daylight COLOMBO, and PORT SAID (Capt. N. Nielsen VICTORIA. B.C. and F KAGA MARU TUESDAY, 23rd June, SHANGHAI, MOJI, KOBE - TOSA MARU TUESDAY. TUESDAY, 7th July,-YOKKAICHI, SHIMIDZU Tons 5823 1 at 4 P.M. Capt. J. Nagao, and YOKOHAMA FRIDAY, 10th July, SYDNEY and MELBOURNE, (NIKKO MARU vis MANILA, THURSDAY | Capt. T. Harrison, Tons 55391 at Noon.

FRIDAY, 7th August, ISLAND. TOWNSVILLE | KUMANO MARU and BRISBANE ... Capt. N. Mathieson, Tons 5076 at Noon. THURSDAY, 18th BOMBAY VIA SINGAPORE, (1 YEBOSHI MARU Tons 1097 1 June. and COLOMBO ... Capt. B. Kon. HANGHAI, MOJI and I YETOROFU MARU (FRIDAY, 19th. Capt. K. Sato, Tons 4165 June. KOBE (SATURDAY, 27th IKAWACHI MARU KOBE and YOKOHAMA Capt. H. Petersen, Tons 6101 June, at D'light. (WED'DAY, 8th July," and | KUMANO MARU Capt. N. Mathieson, Tons 5076 at Noon. YOKOHAMA'...

* Calling at Keelung.

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Hongkong, 13th June, 1908.

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BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC BAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

	Steamers.	Tons.	Captuin.	Sailing Date.
	TREMONT	6,232	T. W. Garlick W. Shotton Cowley E. V. Roberts	On 1st July. On 23rd July. On 19th August. On 12th September.
منتر ا		1 Steen	age Passengers only.	

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-serew s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passongers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

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Hougkong, 10th June, 1908.

Honghong, 16th June, 1908.

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS.

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SHANGHAI, KOBE & About 22nd June. YOKOHAMA "TONKIN" On 23rd June, MARSEILLES VIA PORTS Capt. Charbonnel 1 P.H. "TOURANE" SHANGHAI, KOBE & On 6th July, P.M. Capt Laucelin YOKOHAMA J "POLYNESIEN" On 7th July, MARSEILLES VIA PORTS Capt. Broo 1 P.M. Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters most Passengers on their arrival in Marseilles. For Further Particulars, apply to-P. NALIN, ACTING AGENT,

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP

THE Steamship "CARDIGANSHIRE" Will be despatched for the above Ports the 20th June, 1908. To be followed by the Steamship

"CARNARYONSHIRE" sailing on or about 10th July, 1908. For Freight or Passage, apply to SHEWAN TOMES & CO.;

Hongkong, 12th June, 1908. AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID, Taking Cargo at through rates to the BRAZILS to PRESTAN GULF, RED SHA, BLACK SEA, LEVANT, VENIOR and ADRIATIC

HE Company's Steamship

Captain B. Cliunak, will be despatched as above on SATURDAY, the 20th June, P.M. This steamer has splendid accommodation for passengers, electric light and carries a doctor.

SANDER, WIELER & Co., Agents,

Princes' Buildings Hongkong; 11th June, 1908. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENS. LAND PORTS, and taking through Cargo to ADBLAIDS, NEW ZEALAND. TASMANIA, &c.

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at

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the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company have

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Hongkong, 10th June, 1908. THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

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"OCEANO," will be despatched for the above Ports on or about THURSDAY, the 25th June. For Freight apply to

ARNHOLD KARBERG & Co., Hongkong, 13th June, 1908.

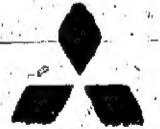
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FINE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in MOUTH AFRICA, in connection with Indo-CHINA STRAM NAVIGATION Co.'s forinightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

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ORIENTAL PENINSULAR AND STEAM NAVIGATION COMPANY.

	FOR STEAMERS TO SAIL REMARKS.
	LONDON and ANTWERP)
	ANG, COLOMBO, PORT CANDIA Capt. O. Jones, B.N.R On 16th June Freightonly. SAID and MARSEILLES
	SHANGHAI, MOJI, KOEE SOCOTRA
•	LONDON and ANTWERP)
	ANG, COLOMBO PORT Capt. J. B. Ferguson About 23rd June Freight only. SAID and MARSHILLES
	SHANGHAI DEVANHA About 25th Freight and Capt. T. H. Hide, B.N.R. June Passage.
	Capt. T. H. Hide, B.N.R June 5 Passage.
	LONDON VIA USUAL PORTS) ARCADIA
	For further Particulars, apply to
	F. J. ABBOTT, Acting Superintendent.

CHINA NAVIGATION CO., LIMITED.

Hongkong, 15th June, 1908.

FOR	STRANERS TO SAIL.
SWATOW, CHEFOO and TIENTSIN	"HUICHOW" On 16th June, 4 P.M.
	"KIUKIANG" On 16th June, 4 P.M.
MANILA	"TEAN" On 16th June, 4 P.M.
CEBU and ILOILO	"KAIFONG" On 17th June. Noon
HOIHOW and HAIPHONG	"CHIHLI" On 18th June, 4 P.M.
MANILA STEAMERS & TIENTSI	N STEAMERS have superior Passenger -secon
modation with Electric Light throughout	and Electric Fans in the Staterooms and Dinning
Saloon.	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo-booked through for all Australian, New Zealand and T asmanian Ports. SHANGHAI STEAMERS have good Salson Passenger accommodation and take carge on through Bills of Lading to all Yangteze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA ANI AUSTRALIAN PORTS

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, Hongkong, 16th June, 19(\$, AGENTS.

INDO-CHINA S. NAV. CO., LD.

. :	
4	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
	† SHANGHAI VIA SWATOW "WAISHING" Tuesday, 16th June, Noon. BHANGHAI "HANGSANG" Wed'day, 17th June, Noon.
,	* 11 BIN 1761 N
9	SANDAKAN "MAUSANG" Thursday, 18th June, 4 P.M. "BH'HAI, YOKOHAMA. Koba & Moji "NAMSANG" Tuesday, 23rd June, Noon.
ı,	* SINGAPORE, PENANG & CALCUTTA" FOOKSANG" Wed'day, 24th June, Noon. * MANILA YUENSANG Friday, 26th June, 4 P.M.
	RETURN TOURS TO JAPAN.
,	OCCUPYING 24 DAYS.

The steamers "Kutsang," "Nameang" and "Fooksang" leave about every 3 weeks for Shanghai and Yok hama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan,

Bleamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Yangtase Ports, Chefoo, Tientein and Newchwang.

Telephone No. 61
For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 16th June, 1998. GENERAL MANAGERS. 16

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Bailings from JAPAN, CHINA and PHILIPPINES,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

THAKING Cargo at Through Rates to all European North Continental and British, Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoz, and other Mediterranean,

Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG: OUTWARD. HOMEWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA 20th June	FOR GENOA AND, OR, MARSEILLES HAMBURG;
FOR SHANGHAI, YOKOHAMA & KOBE: 3.8. ISTRIA	FOR ANTWERP, ROTTERDAM, BREMER HAMBURG: 8.S. BRISGAVIA 23rd June. FOR HAVRE & HAMBURG:
FOR SHANGHAL, YOKOHAMA & KOBE: 8.8. SLAVONIA 8th July Further Particulars, apply to—	S.S. DORTMUND 12th July S.S. ISTRIA 26th July S.S. SAXONIA 9th Aug.
HAM	BURG-AMERIKA LINIE,

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

-	POB	STEAMERS TO SAIL.
:	SHANGHAI, NAGASAKI, KOBE	"GOEBEN" \ About Wedday,
	& YOKOHAMA	Capt. B. WILHELMI J 17th June.
	NAPLES, GENOA, ALGIERS,	"PRINZ HEINRICH" Thursday, 18th
	GIBRALTAR, SOUTHAMPTON,	Capt. P. GROSCH June, at 9 A.M.
	ANTWERP & HAMBURG	
	MANILA, FRIEDR. WILHELYS-) HAFEN, SIMPSONHAFEN,	"MANILA" Thursday, 18th
:	SAMARAI, SYDNEY and	Capt. J. MINSLEN June, at 5 P.M
	MELBOURNE	Cupo C. Reliconsis
•		"PRINZ WALDEMAR". \ About Friday, 26th
•	YOKOHAMA & KOBE	Capt. W. v. Senden June.
	KUDAT & SANDAKAN }	"BORNEO"
	RUDAI & BANDARAM III IN MIS	Capt. F. SEMBILL End of June.

NORDDEUTSCHER LLOYD MELCHERS & CO. GENERAL AGENTS, HONGKONG & CHINA.

Hongkong Office.

Hongkong, 16th June, 190

For further Particulars, apply to

Hongkong, 11th June, 1908

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS,

OUND ALL

OUTWARD via Suzz :- Antwerp, Dunkirk, la Pallice, Marseilles, Gence, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Peking Tientsin,) Robe, Yokehama.
Ganea to Hongkone in 30 Days.

NAPLES to HONGHONG in 29 DAYS. Unique Opportunityto make a Tour in North China and Japan with Great Speed, Safety and Comfort

TRANSPACIFIC:-Victoria (B.C.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC BAILWAY. Freight to Overland Passengers to Overland and Europe | vis Vancouver YOROHAMA to VANCOUVER 13 DAYS YOROHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS :- Mexico, River Plate, Brazil, La Pallice, Liverpool. PROPOSED SAILINGS:

+ AMIRAL EXELMANS 25th July = MALTE = CEYLAN 26th Nov. 11th Jan. 09 = OUESSANT ... 27th Aug. = CORSE 1 No Passengers. † Intermediate Class and Rates of Passage.

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

> P. NALIN, ACTING AGENT, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

For Further Particulars, apply to-



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Highest Class, newest, fastest and most laxurious Steamers between Hongkong and Manile. Salcon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STRANSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
RUHI	2540	R. W. Almond.	Manila	On 20th June Noon,
ZAFIRO	2540	R. Rodger	Manila	On 27th June, Noon.

For Freight or Passage apply to

SHEWAN. TOMES & CO. GENERAL MANAGERS:

Hongkong, 15th June, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S BOYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

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12 DAYS YOKOHAMA to VANCOUVER,

21 DAYS HONGRONG to VANCOUVER

B.M.S.	To	NGS. (Subject	Hongkong	A-DDTPA	V. MAGNET
"LENNOX" "EMPRESS OF JAPAN" "MONTEAGLE"	3,700 6,000 6,168 6,000 3,700 6,000	THURSD SITURD SATURD SATURD THURSD	AY, 18th AY, 4th AY, 11th AY, 25th AY, 8th	June 17: July 25: July 4: July 15: Aug. 6:	th July th July th Aug. h Aug.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 NOON.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, Intermediate on Steamers and 1st Class Railways ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Candian, Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

> D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED-SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

Section of the section of POR's the	7980	CO. B 5.8.	LBAVING	in the se
	{"вновни	13	TUESDAY, 16th at 10 a.m.	
† SHANGHAI VIA SW AMOY and FOOD	ATOW, WBUJUN CHOW Car	MARU" pt. M. NEMOTO	THURSDAY,	18th Jar
* TAMSUI VIA SWAT	NICIAC " WO!	MARU" }	SUNDAY, 21st	June,

& AMOY. Capt, I. SARUEAI at 10 A.M. "These new Steamers have excellent accommodation for First and Second Class Passengers mad are fitted throughout with electric light. First-class Cabins Amidships. "Unrivalled Table * Taking Cargo on through Bilis of Lading to all Yangtase and Northern China Ports; For Freight, Passage, and further information, apply at the Company's local Branch Office

Second Floor, No. 1, Queen's Buildings. Hongkong, 15th June, 1902.

T. ARIMA, Manager.

THOS. COOK & TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, &c.

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HONGKUNG.

Japan Office: 14, WATER STREET. AMAHONOY.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS,

NOTICE TO CONSIGNEES.

S.S. "MONTROSE," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst, at 3 P.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LTD., Hongkong, 9th June, 1908,

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer.

"MALTA," FROM BOMBAY, COLOMBO AND

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

STRAITS.

Goods are landed. This vessel brings on Cargo :-From London, &c., ex s.s. China. From Calcutta, ex s.s. Sunda. From Persian Gulf ex B. I. S. N. and

B. & P. S. N. Co.'s Steamers. Optional goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the lith June, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within. which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. F. J. ABBOTT.

Acting Superintendent. Hongkong, 10th June, 1908. "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH," FROM MIDDLESBRO', LONDON AND STRAITS.

ONSIGNEES of Cargoare hereby informed that all Goods are being landed at their into the hazardous and/or extra hasardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All Claims sgainst the Steamer must be presented to the Undersigned on or before the 26th inst, or they will not be recognized. All broken chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 19th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.,

Hongkong, 12th Jane, 1908

Gutler, Palmer & 60.'s



Gutler, Palmer & Go., London. AGENTS

HONGKONG.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &C., and for PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record a. of the NEWS OF THE FAR EAST

is given in the ONGHONG TATEERLY DRESS.

with which is incorporated THE CRINA OVERLAND TEADER REPORT, Subscription, paid in advance, \$12 per annum. Postage 32 to any part: of the World

SHIPPING IN PORT.

STHAMBE. AMIRAL DE BROUMONT, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks, ARABIA, German str., 2,867, C. Neumann, 7th

June-Portland 29th April, Flour and Lumber-Portland Asiatic S.S. Co. ARRATOON APCAR, British str., 2,931, A. Stewart, 13th June-Moji Sth June, General—David Sassoon & Co., Ltd.

Bujun Maru, Japanese str., 1,118, M. Nemoto, 12th June—Shanghai and Swatow 11th June, General—Osaka Shosen Kuisha.

CAMETA, British str., 2,303, P. Gibson, 6th

June—Kuchinotzu lst June, Coal—Mitsui Bussan Kaisha CATHERINE APCAR, British str., 1,730, W.

D. A. Thomas, 13th June-Calcutta vis Singapore 8th June, General - David Sassoon & Co., Ltd. CHEONGSHING, Brit. str., 1,256, V. McClymont Liddell, 14th June-Tientsin via Ports 6th June, General—Jardine, Matheson & Co. Chivuen, Chinese str., 1,177, C. Stewart, 13th

June - Shanghai 9th June, General -Chinese. CHILDAR, Norwegian str., 1.102, H. Nielssen, 2rd June—Bangkok 27th May, General— Butterfield & Swire. CHOISING, German str., 1,021, F. Buecking,

11th June-Bangkok 5th June, Rice-Butterfield & Swire. CHOWFA, German str., 1,055, G. Spiesen, 11th June-Saigon 7th June, General-Butter-

field & Swire. CHOWTAI, Ger.pan str., 1,115, W. Mollermann, 10th June-Bangkok 29th May, via Swatow 9th June, Rice & Teak-Butterfield & Swire.

COURTFIELD, British str., 4,897, John Wiseman, 25th May-Moji 20th May, Coal-Mitsui Bussan Kaisha.

DEUFAR, Norwegian str., 1.102, J. Bing, 25th May-Bangkek 18th May, Rice-Butter-field & Swire.

FRITHJOF, Norwegian str., 891, Olaf Andersen: 14th June—Saigon 9th June, Rice and Cotton Seed—Asgaard, Thoresen & Co. HAIPHONG, French str., 500, Pomfret, 22nd April Haipbong 18th April, Ballast Wilks & Jacks.

HAITAN, British str., 1,183, J. S. Rosch, 14th June - Foochow June 11th, Amoy 12th and Swatow 13th, General-Douglas, Lapraile

HILARY, German str., 1,276, H. Uecker, 29th May-Saigon 24th May, Rice-Sander, Weiler & Co. HINSANG, British str., 2,346, A. G. Smith, 28th May-Haiphong 26th May, Coal-Jardine.

Matheson & Co. Hongkong, French str., 840, A. Corneliussen, S:h June-Haiphong June 5th, & Hoihow 7th, General-A. R. Marty.

HUICHOW, British str., 1,237, E. Forsyth, 11th June-Tientsin and Chefoo 5th June, General-Butterfield & Swire. ITHAKA, German str., 1,450, Vogeler, 13th June -Chinking 9th June General-Hamburg-Amerika Linle.

KAGA MARU, Jap. str. 3,906; G. S. Lapraik. 14th Jane-Japan and Shanghai 11th June, General-Nippon Yusen Kaisha. Kaifong, British str., 987, H. Mathias, 13th June-Ileilo 9th June, Wood and Hemp-

Butterfield & Swire. KIANGCHING, Chipese str., 1,002, Bresander, 3rd June-shanghai 30th May, General-

KIUKIANG, British str., 1,227, Wavell, 12th June-Shanghai June 7th and Amoy 10th, General-Butterfield & Swire. KIYO MARU, Japanese str., 1,448, I. Hirai, 9th

June-Bangkok 1st June, Teak-Mitsui Bussin Kaisha. KOREA, American str., 5,651, Andrew Dixon, 4th June-San Francisco via Ports 9th

May, General — Pacific Mail S.S. Co. Lennox, British str., 2,361, F. McNair, 5th June-Vancouver 5th May, via Japan ports Shangbai and Wossung 2nd June, General -Canadian Paoific Rallway Co. LINAN, British str., 1,351, C. C. Williams, 14th June - Chingwantao 7th June, Coal -

Butterfield & Swire. LOCKSUN, German str., 1,020, W. Taubert, 9th June Bangkok 3rd June, Rice and Wood -Butterfield & Swire, MANILA, German str., 1,108, J. Minssen, 30th

May-Sydney 5th May, General -Melchera MAUSANG, British str., 1,644, Weigall, 7th June-Sandakan-2nd June, Timber and General-Jardine, Matheson & Co.

MEEFOO, Chinese str., 1,339, J. MacArthur, 8th. June-Shanghai 4th June, General-Chinese. NIPPON, Austrian str., 4,017, E. Tarabochia, 14th June-Trieste 24th Apr. & Singapore 8th June, General-Sander, Wieler & Co.

Onsang, British str., 1,787, R. Cox, 14th June — Moji 7th June, Coal—Jardine, Matheson PEIHO, German str., 476. V. Flottwell, 27th May - Saigon 22nd May, Rice-Hamburg-Amerika Linie.

POWHATAN, British str.; 1,050, Turner. 29th May - Salina Cruz 24th April, Ballast-PROGRESS, Norwegian sir., 1,450, Sedjemig,

11th June-Moji 4th June, Coal-Wallem

PROMETHEUS, Nor. str., 1,024, O. Kornelinssen. 4th June-Bangkok 28th May, Rice-Butterfield & Swire. RAGNAR, Norwegian str., 1,220, Augensen, 5th

June - Rajang 29th May, Timber -Wallem & Co. RAJABURI, German. str., 11,89, H. Bremer, 13th June Bangkok 5th June, General -

Melchers & Co. SHAOHSING, British str., 1,307, W. McIntosh. 30th May-Shanghai 26th May, General Butterfield & Swire.

SHOSHU MARU, Japanese str., 999. 1 Ijichi, 14th June-Shanghai via Swatow 13th June, General-Osaka Shosen Kaisha SIGNAL, German str., 950, G. Schlaikier, 14th June-Heiphong June loth & Hoihow 13th. Rice and General—Jebsen & Co.

SIMONGAN, Dutch str., 1,202, H. Vos, 21st May -Samarang via Pule Laut 11th May, Sugar Chinese. SPIE, Nerwegian str., 7,870, Horn. 11th June—Chefoo 5th June, Beans—Wallem & Co.

SUMATRA, German str., 507, Meinken, 12th June-New Guinea 20th May, and Palas Island 2nd Juue, Coprs-Melchers & Co. TEAN, British str., 1,346 A. W. Outerbridge, 12th June-Manila 9th June, General-

Butterfield & Swire. TELEMACHUS British str., 1.340, J. Williamson. 13th June - Saigon 8th June, Rice -

TIENTSIN British str., 1 227, E. Monkman, 7th June-Amoy 5th June, General-Butterfield & Swire. TSINTAU, German str., 1,003, O. Koch, 10th

June-Bugkok 1st June, Rice-Butterfield & Swire. VALENTIA, British str., 2,111, Richards, 2nd

VAUSHALL, British str., 2,446 Bradhering, 12th -June-New York 14 h March, and Labuan 6th June, Case Oil—Standard Oil Co. WAISHING, British str., 1,170, W. F. Richard, 6th June-Wohn & Chinkiang 1st June.

General-Jardine, Matheson & Co.

June-Cardiff 17th April, Coal-Order.

· POST OFFICE NOTICE The Goeben, with the German mail of the 19th May, left Singapore on Friday, the 12th instant, at 9 a.m. and may be expected here to-day, at noon. The America Maru, with the American mail is due to arrive at this port, to-morrow, at The Catedonien, with the French mail of the 22nd May, left Bingapore on Monday, the 15th inst., at 2 p.m., and may be expected here on or about Monday, the 22nd inst. This packet brings replies to letters despatched from Hongkong on the 18th April. DATE PIE 16th, 9.00 A.W. Tuesday, Candia Singapore, Penang and Colombo 16th, 9.00 A.W. Tuesday. Taintau Bangkok 16th, 9.00 A.M. Tuesday, Shoehu Maru 16th, 10.00 s.m. Tuesday, Waishing Swatow and Shanghai Tuesday. Printed Matter and Samples...... 10.00 A.M. Registration ... 10.00 A.M. KEELUNG, BHANGHAI, NAGASAKI, KOBE, (Registration, with late YOEKAICHI, SHIMIDZU, YOKOHAMA, HONOLULU and SAN FRANCISCO fee of 10 cents up to Korea (Supplementary mail on board up to the time fixed for departure of the mail. 10.45 A.M.) Registration, Kowloon B.O. 10.00 A.M. Extra Postage 10 cents) No late ice. Letters 11.00 A.M. 16th, 1.00 P.M. Swatow, Amoy and Foochow 16th, 1.15 P.M Bul Tai 16th, 3.00 P.M. Tuesday. Kiukiang we Amoy and Shanghai 16th, 3.00 P.M. Huichow ma..... Tuesday. Swatew, Chefco and Tientsin..... 16th, 3.00 P.M Muncaster Castle .. Wednesday, 17th, 11.00 A.M. Locksun Bangkok Hangsang Wednesday, 17th, 11.14) A.M. Hongkong & C. Gas... Kaifong. Wednesday, 17th, 1.15 P.M. Sui Tai Wednesday, 17th, 3.00 P. . . Hongkong Hotel Co.... Macao Shangbai, Yokohama-and Kobe..... Wednesday, 17th, 3100 P.M. Batavia, Cheribon, Samarang, Scerabaya and \ Tikini Makasar Wednesday, 17th, 5.00 P.M. Hoihow, Singapore and Bangkok ,.... Chowfa Thursday, 18th. Registration, Kowloon neurances-EUROPE, &c., INDIA VIA TUTICOBIN B.O. 7.8) A M. Prinz Heinrich .. (Late Letters 8.00 to 8.30 A.M. Extra Registration ... 8.00 A.M. Postage 10 cents) Letters 8.m A.M. Thursday, 18th, 9.00 A.M. Bujun Maru Swalew, Amoy, Foochow and Shanghai Thursday, 18th, 9.0J A.M. Bangkok Choising Thursday, 18th, 10.00 A.M. Thursday, 18th, 11.00 A.M. Singapore, Penang and Calcutta Arratoon Apcar ... Keelung, Shanghai, Nagasaki, Kobe, Yoko-Thursday, 18th, 11.00 A.M. Lennoz hama, Victoria and Vancouver B.C..... Thursday, 18th, 1.15 P.M. Thursday, 18th, 3.00 P.A. Mausong Thursday, 18th, 3.00 P.M. Boihow and Hairhong..... Manila, Friedrich Wilhelmsbafen, Simpson-Mininghaten, Herbertshche, Matupi, Brisbane, Thursday, 18th, 4.00 P.M Sydney, Bobart, Launceston, New Manila i Zeeland, Melbourne, Adelaide, Perth and Frementle 19th. 1.15 P.M. Friday. Sui Tai 19th, 3,00 P.M. Friday, 20th, 11.00 A.M Saturday, Manila Refineries -20th, 1.15 P.M. Saturday, 23rd, 10.00 A.M. Tuesday, Ehanghai, Yokohams, Kobe and Moji. Nameang Tuesday, Printed Matter and Samples 10,00 A.M. EGROFE, &c., India via Tuticoria...... Registration... 10.00 A. (Late Letters 11,00 A.M. to Noon. Extra (Registration, with late. Postage 10 cents.) fee of 10 cents, up t Tonkin (1 etters posted in all the Pillar Boxes 10.15 A.M.) in time for the first clearance will be Registration, Kowlcon B.O. 10.00 A.M included in this contract mail.) No inte fee: Letters 11,00 A.M. Tuesday, 23.d, 3.00 P.M. Keslung, Shanghai, Moji, Kobe, Yokkaichi, ? Kaga Maru Shimidzu, Yokohams, Victoria and Seattle Wednesday, 24th, 11.00 A.M. Fooksang Bingapore, Penang and Unioutia Batavia, Cheribon, Samarang, Soerabeya and ? Thursday, 25th, 10,00 A.M. Tjilatjap Macassar. Port Darwin, Thursday Island, Cooktown, Thursday, 25th, 11:00 A.M. Cairns, Townsville, Brisbane, Sydney, and Aldenham Melbourne, Adelaide, Perth Hobart, Lannceston, and New Zesland, Friday, 26th, Printed Matter and Samples 10.00 A.M BHANGEAI, NAGASARI, KOBE, SHIMIDZU, Registration ... 10.00 A.M. YOKOHAMA, HONOLULU and SAN FRAN-(Registration, with late fee of 10 cents, up to CISCO Maru . (Supplementary mail on board up to the 10.45 A.M.) time fixed for departure of the mail, Registration. Kow loon Extra Postage 10 centa) В.О. 10.00 А.М. No late fee. Letiers 11.00 A.Y. Friday, - 26th, 3,00 P.M. Saturday, 27th, EUROPE &c., Indis via Tuticoriu...... Printed Matter and Sam-(Late Letters 11.00 A.M. to Noon Extra Back Bills, at 4 mouths' sight ... 1 9; Registration ... 10.00 A.M (Registration, with-late time fixed for departure of the mail Documentary Bills 4 months sightl, 103 fee of 10 cents, up to Extra Postage 10 cents.) Arcadia Letters posted in all the Pillar Boxes 10.45 A.M.) Registration, Kowkins in time for the first clearance will be B.O. 10.00 A,.... included in this contract mail. The Parcel mail will be closed on Friday, No ste fee. Letter 11.00 A.M the 26th instant, at 5 p.m. -:JULY:-Moji, Kobe, Yokkalohi, Shimidzu, Yokohama, ? Tremont Wednesday, 1st, 10.00 A.M. Victoria and Tacoma Keelung, Shanghai, Nagasaki, Kobe, Yok- } kaichi, Shimidan, Yokohama, Honolulu, } Siberia..... 2rd, 5:00 P.M. and San Francisco BHANGHAL, MAGAMAKI, MUSH, YUMUBAMA] Montengle...... Saturday, 11th, 11.00 A.M. VICTORIA and VANCOUVER (B.C.)..... Mails for *CANTON, *WUCHOW and *Saments will be closed on week-day at 7,30 a.m. and at 6 p.m. until further notice. A Mail for Macao is despatched per s.s. Sui An on week-days 7,15 a.m. on Sundays the mail for Macao is closed at 8 a.m. Mails for Namtao, and Suabum, are closed every week-day_at_6_p.m. Mails for *Konghoon, and *Kunchuk, sie closed every week-day at 5 pm. No mails are despatched to these places on Faturday evenings, unless previously notified. DOCTORS & ANALYSTS TESTIFY TO THE GREAT HEALTH GIVING PROPERTIES OF OUR DIAMOND BRAND SHERRY. AMOROSO PER DOZEN BOTTLES \$18.00

WINE & SPIRIT MERCHANTS.

Hongkong, 1st June, 1908.	38
OPIUM. June 15th. Quotations are: Malws New	STEAMERS PASSED THE CANAL. May 23rd—Albenga, Antenor, Idomeneus, Seneca, Indrapura, Tesnkai, Jason, Lothian. 27th—Benledi, Sambia. 30th—Caledonien, Montgomeryshire, Saxonia, Kawachi Marus June 3rd—Nore, Elizabeth Rickmers 6th— Agamemnon, Indramayo, Liberia, Ningchow, Nubia, Queen Olga. 10th—Benlarig, Glen-
	turret, Buevia, Colombo Maru, Prinz Ludwig. 13th—Tudor Prince, Kaisow, Kamakura Maru, P.E. Friedrich, Banuki Maru, Silesia (Ger.) Tourdne.

JOINT S		The distance of the
		ng, June 15th.
COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Ps. 200	Nominal,
Banks— Hongkong & S'	bai. \$125 {	\$760, sales & b London £78.10
National B.of C	hina £6	\$51, buyers
Bell's Asbestos E.	A, 12s 6d.	\$7), soliera
China-Borneo Co.	\$12	\$10\$, sales
China Light &P.	Co \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	\$81, buyers
China Provident		\$91, buyers
Cotton Mills— Ewo	Tls. 50 \$10 Tls. 75 w Tls. 100	Tls. 57. \$101. Tls. 63. Tls. 771. Tls. 260.
Dairy Farm	₽ G	\$194, buyers
Docks and Whar H. & K. Whar H. & W. Dock New Amoy Doc Shanghai Doc	\$50 \$64 \$64 \$64	\$107, sellers \$91, buyers
	0 101-100	1114 235

S'hai & H. Wharf... Tls. 100 | Tls. 235, \$25 | \$13, sellers Fenwick & Co., Geo... \$10 \$104, buyers Green Island Cement. 210 . \$175, buyers Hongkong Electric ... \$50 \$95, sellers \$25 | \$22 , buyers Hongkong Ice Co..... H.K. Milling Co., Ld. Nominal in liquidation \$10. \$25, buy , ex. n.i. Hongkong Rope Co... \$235, sellers

Canton \$93, sales China Fire..... \$25 | \$861; buyers China Traders \$315, buyers Hongkong Fire Tle, 78, selle : North China..... \$100 \$795, sellera Unian 360 \$14 Yangtaze and and Building-Hongkong LandInv. \$99, sales & sel \$10, buyers Humphrey's Estate Kowloon Land & B. Tis, 119. Shanghai Land..... Tls.-50 WestPointBuilding Fcs. 250 \$570, buyers Charbonnages 18/10 \$8, sellers

Peak Tramways \$2. \$10 \$8, sellers Philippine Co. \$130, buyers China Sugar \$100 Luzon Sugar Steamship Companies \$25 \$15, sellers China and Manila... \$37. sellere Douglas Steamship. \$291, sellers H., Canton & M.... \$ \$38. Indo-China S.N. Co. 1 \$24. 46/-, buyers Shell Transport Co. \$25. seliera Star Ferry..... \$15, sellers Do. Now South China M. Post... \$23, buyers \$5 \$6, sellers Steam Laundry Co....

Stores & Dispensaries Campbell, M. & Co. Powell & Co., Wm \$91, adlers Watson & Co., A. S. Weissmann, Ld. ... \$4 \$13, buyers United Asbestos \$10 \$150, bayers-Do. Founders \$10 | \$101, buyers Union Waterboat Co. VERNON & SMITH.

> COMMERCIAL. EXCHANGE CLOSING QUOTATIONS. June 15th. Bank Bills, at 30 days' sight 1 94

UN PABIS. Bank Bills, on demand227 Credits, at 4 months' sight 231 ON GERMANY. on demand...... 184 ON NEW YORK .-ON BORBAY .-Telegraphic Transfer136 ON CALCUTTA. ON SHANGHAL-Bank, at sight 748 Private, 30 days' sight 751 ON YOROHAMA.—On demand....... 881 ON MANILA. -On demand -- Pesos -- 881 ON SINGAPORE.—On demand.......774 ON BATAVIA. - On demand 1085 ON HAIPHONG.—On demand81 p.c. pm. ON SAIGON.-On demand 8 p.c. pm. ON BANGKOK.-On demand85 SOVEREIGNS, Bank's Buying Rate. \$10.90

GOLD LEAF, 100 fine, per tael \$57.20 BAR SILVER, per oz.242 - HONGKONG TIDE TABLE.

From June 16th to 22nd, 1908.

HIGH WATER. LOW WATER; Hongkong Height. Hongkong Height h. m. ft. in. h. m. ft. in. m 9 49 8 0 m 3 19 2 9 5 2 a -0 2 7 0 a 19 m 1 85 d 7 54 a 10 41 2 1

HONGKONG METEOROLOGICAL REGISTER.

	Previous Day	On Date at	on Date at 4 p.m.
Barometer Pemperature Humidity Wind Direction	NE .	29.86 83 76 SW	29.80 88 77 88W
Force Weather Rain	or _	cq 1.14	oq

VISITORS AT HOTELS.

Honokono Hotel Mrs. Klobe Mr. P. R. Adams Mr. P. Kremer Mr. A. Ahr Mr. C. F. Barnes Mr. W. Kwong Mr. A.C. Little Mr. H. G. Battiscombe Mr. J. Moarthur Mr. R. Benson Mr. G. C. McIntosh Mr. S. Bisney Mr. J. Merecki Miss Bisney Dr. J. M. Minter Dr. G. D. B. Black Mr. J. H. N. Mody Mr. A. B. Blunn Mr. E. Nenbauer Mr. & Mrs. Bonsseau Mr. E. Niedhardt Mr. T. Bravfield Mr. G. Oatway Mr B. L. Packer Mr. J. H. Bulmer Mr. S. C. de Bussierr Mr. A. Carter Mr. H. E. Colvin Mr. A. H Grook Mr. and Mrs. W. B. Mr. E. H. Ray Mr. & Mrs. Ross Davenport Capt. J. T. Eldridge

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Mr. R. B. Williams

Mr. Zach

Mr. E. Pond

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. Goeden carrying the German Mails with dates from Berlin of the 19th ult. left Singapore on Friday, 12th inst, at 9 a.m., and may be expected here to-day at noon. The I.G.M. str. Prinz Heinrich left Shanghai via Foochow on the 12th inst. at 9 p.m., and may be expected here to day at S p m. The I.G.M. str. Pring Waldemar left Sydney on Tuesday, the 2nd inst, at noon, and may be espected here on or about Wednesday, 24th inst.

THE AMERICAN MAIL. The T.K.K. str. America Maru sailed from Yokohama on the 7th inst. and is due to arrive at this port to-morrow at 6 a.m. The P.M. str. Siberia will sail from Yokohams on the 13th inst., and will be due to arrive at this port, from San Francisco, via Honolulu, Japan ports and Shanghai on the 23rd inst.

THE INDIAN MAIL The Indo-China str. Namsang from Calcutta and the Straits left Singspore for this port on 13th inst., and may be expected here on or about the 19th inst. The Indo-China str. Kumsang left Caloutta

for this port via the Straits on 7th inst., and may be expected here on or about the 23rd inst. THE CANADIAN MAIL. The C.P.B. str. Monteagle left Vancouver B.C. for Hongkong via usual ports of call at

p.m. on Thursday, the 28th ult. The C.P.R. str. Empress of Japan left Vanconver p.m. on Wednesday, the 3rd inst. via the usual ports of call. MERCHANT STEAMBRS.

The N.Y.K. str. Yeboshi Maru (Bombay Line) left Moji for this port on the 11th inst., and is expected here to-day. The H.A.L. str. Scandia left Shanghai via Foechow on the 10th inst, and may be expected

here to-day. The J. C.-J. Liju str. Tjilatjap left Moji for Amoy on the 8th, inst., and may be expected here to day. The P. & O. str. Socolra left Singapore for

this port on the 12th inst. at 6 a.m. The H.A.L. str. Istria left Singapore on the 12th inst. a.m., and may be expected here on the 18th inst. a.m. The N.Y.K. str. Yelorofu Maru (Bombay, Line), left Singapore for this port on the 11th

inst., and is expected here on the 18th inst. The E. & A. str. Empire left Sydney on the 6th inst. for this port (via Queensland Ports & The str. Indramayo sailed from New York

on the 12th ult., and is due here on or about Middle of July.

PASSENGERS. Per Hangsang, from Shanghai, Messrs. Stetting and Johnstone.

MESSRS. FALCONER & CO.'S REGISTER.

Barometer 9 A.M., 29.85 | Therm. (Wetbulb) 9 A.M. 78 Barometer 1 P.M., 29.82 Therm. (Wetbulb) 1 P.M.79 Barometer 4 P.M., 29.78 Therm. (Wetbulb) 4 P.M.79 Thermom. 9 A.M. 80 Therm. Maximum82 Thermom 1 F.M. 82 Therm. Minimum over

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceding the departure of the English

Approximate Averages for 33 Years FROM 1874 TO 1906. price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

Mails; also Table of the Yearly



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Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.

Britomart, gunboat, 710 tone, 900 h.p., Lient.

Cadmus, British alcop, 1070 tons, Comdr. B. L.

Clio, British sloop, 1070 tons, Comdr. C. D

Fame, torpedo-boat destroyer, 310 tons,

4000 h.p., Lieut. Comdr. W. H. Darwall

4.000 h.p., Lieut.-Comdr. G. C. Dickens,

Hart, torpede-boat destroyer, 295 tons, 6 guns

Janus, torpedo-boat destroyer, 320 tons, 6 guns,

Kent; armoured, 9800, tons, 14 guns, 22000

King Alfred, British cruiser, Flag ship of

Kinsha, river gunboat, 616 tons, Lieut.-Comdr.

Merlin, surveying ship, 1090, tons, 6 guns, 1400

i.h.p. Comdr. F. H. Walter, Jesselion

Monmonth, cruiser, 9800 tons, Capt. G. W.

Moorhen, river gnnboat, 180 tons, 2 gans,

Nightingale, river gunboat, 85 tons, 240 h.p.,

Otter, torpede-boat destroyer, 885 tons, 6 guns;

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Sandpiper, river gunboat, 85 tons, 2 guns, 240

Lient,-Comdr. J. White, West River

Lieut-Comdr. Alan Dixon Yangteze

Commodore Stokes, Hongkong

Comdr. H. B. Godfre . Yangleze

Comdr. H. T. Attlay, Shanghai

Whiting, terpedo-boat destroyer, 360 tons,

Lt-Condr. John F. Knoz Yangisze

Lieut, Comdr. R. S. Roy, R.N., Shanghai

Capt. L. Clinton Baker, Japan

Sidney H. Tennyson, Yangtaze

Smith, Hongkong

6300 i.b.p., Paid off

h.p., Capt. G. C. A. Marescaux, Japan

Vice Admiral the Hon, Sir Hedworth

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AUSTRIAN. Kaiser Franz Josef I, Austrian orniser, 4,303

Linienschiffskapitaen Wilhelm Pacher

Northern Waters Achéron, armoured gunboat, 1,830 tons, 8 guns, 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class cruiser, 4,320 tong, 22 guns, 5,100 h.p., Commander Fournier, Salgon Alonette, gunboat, 506 tone, 7 guns, 400 h.p.,

Commander Badin, Saigon-Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut, Audouard, Hongkong Balonnette, gunboat, 170 tons, Reserve, Saigon Bouclier, gunboat, 140 tons, Reserve, Salgon Bruix. armoured cruiser, 4,800 tons, 16 guns, 8,300 h.p., Capt. Rochas, Saigon Cimeterre, gunbeat, 140 tons, Reserve, Seigon

Comète, gunboat 500 tons, 6 guns, 500 h.p., Capt. L. Gervais, Saigon Coronade, gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linarès, Shanghai D'Entrecasteaux, 1st class armoured cruiser,

8,200 tons, 26 guns, 13,500 h.p., Captain Thibault, Shanghai Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon Fronde, destroyer, 300 tone, 7 guns, 6,300 h.p.,

Henri Rivière, river gunboat, 150 tons, 6 guns 152 h.p., Haiphong Jacquin, gunboat, 200 tons, Reserve, Haiphong Lion, gunboat, 500 tons, Reserve, Saigon Lynx, sub-marine, 70 tons, 6h.p., Lieut. Marrs,

Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, TAVID CORSAR & SON'S Mousquet, destroyer, 300 tone, 7 guns, 6,300 b.p., Commander de la Roche Kerandraon,

Olry, river gunboat, 170 tons, 6 gnns, 500 h.p., Lieut, de Maindraville, Upper Yangtze Peiho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Puech, Tongku Perle, sub-marine, 70 tons, 60 h.p., Lieut. Mon-

nier, Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay. Protée, sub-marine, 70 tons, 60 h.p., Lieut. Morris, Saigon Redoutable, battleship, (reserve) 9,330 tons,

Alacrity, despatch-boat, 700 tons, 10 gans, 37 gans, 6,200 h.p., Capt. Drouet, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns Astraes, 2nd class cruiser 4360 tons, 10 guns, 1,600 h.p., Lieut. Seriot, Saigon. 7000 i.h.p., Captain F. E. C. Ryan, Takiang, steam-launch, Upper Yangtese Takou, destroyer, 280 tons, 6 guns, 6,500 h.p., Bedford, British craiser, Capt. S. E. Erskins, In Reserve, Saigon

Vauban, torpedo-depot, Commander Mortenol, Comde, Hon, R. O. D. Bridgeman, Hong. Vétéran, torpedo-depot, Lieut. Bihel, Cap. Saint Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.,

Lieut. Dumonlin, Sikiang Vipère, gunboat, 475 tons, Reserve, Saigon Arcons, cruiser, 2719 tons, Captain von Hippe

Furst Bismarck, (flagship), 11000 tons, 36 guns, guns, 5700 h.p., Lieut-Comdr. Gresson, 14000 h.p., Kontre-Admiral Coerper, Shanghai Flora, 2nd class cruiser, 4360 tons, 10 guns, Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p. 7000 i.h.p., tapt. Roland Nugent, Hong-

Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p. Handy, torpedo-boat destroyer 295 tons, 6 guns, Captain Graf von Posadowsky-Webner Leipzig, cruiser, Captain Engel Luchs, gunboat 850 tons, 10 gnns, 1344 h.p.

Captain Bölken Niobe, cruiser, Captain Langemak Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., 3900 L.p., Lt. Comdr. C. A. Freemantle, Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p. Captain Ross

Vaterland, gunboat,—tons, 8 guns, 500 h.p. Captain Toussaint Vorweerts, gunboat, First Lieut. Ricchers

Vesuvio, eruiser, 2145 tons, Baron de Sain Pierre

PORTUGUESE. Rio Lima, orniser, 720, tons, 7 guns, Macao. UNITED STATES. Barry, destroyer, 420 tons, Ens. David Lyons Lieut Comdr. C. C. Walcott, West River | Callac, gasboat, 243 tons, Le Guy Whitlock, Channey, destroyer, 420 tons, Lt. Frank McCrary, Cavite Chattanooga, cruiser, 3200 tons, Commander R. C. Smith, Swatow Cleveland, cruiser, 3200 tons, Commander J. T. Newton, Cavite Colorado, armoured cruiser, 13,680 tons, Captain

h.p., Lieut. Comdr. H. R. Tickell, Hong-S. H. Stannton, Cruising Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Concord, 1 un boat, 1710 tons, Commander J. H. Sears, Shanghai Taku, torpedo boat destroyer, Posn. Strath, Dale, destroyer, 420 tons, Ens. G. V. Stewart Tamar, receiving ship, 4600 tons 6 guns, Decatur, destroyer, 420 tons, Ens. C. W

Nimits, Cavite Teal, river gunboat, 180 tons, 2 guns, Lient. Denver, cruiser, 3200 tons, Commander W.-B. Caperton, Shanghai Thistle, gunboat, 710 tons 900 h.p., Lient. Galveston, cruiser, 3200 tons, Commander B. W. Hodges, Manila Helens gunbost, 1392 tons, Commander R. M. Hughes, Shanghai

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson, Maryland, armoured cruiser, 13,680 tons, Capt. Waterwitch, surveying ship, 620 tons, 450i.h.p. C. Thomas, Cruising Lieut.-Comdr. H. P. Douglas, Port Swet-Mohican, (station ship), Lieut. Commander M Monadnock, monitor, 4000 tons, Lt. Comman. gunz, 5,900 h.b., Lieut.-Comdr. J. Kiddle,

der Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Widgeon, gunboat 195, tons, 2 gune, 800 h.p. Olongapo Pennsylvania, armoured cruiser, 13,680 tons Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.

Capt. A. Ward, Cruising Quiros, gunboat, 350 tons, Lt. H. P. Perrill. Lieut-Comdr. H. R. V. Cottrell Dormer, Bainbow, (Rear-Admiral Hemphill's flag ship) Woodlark gunboat, 150 tons, 2 guns, 550 h.p., Comdr. E. E. Wright, Shanghai Lieut-Comdr. G. R. Livingstone, Yangtaze

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Hongkong, 15th June, 1908.

Hongkong, 16th June, 1908.

and Newchwang.

TO SAIL. SWATOW, CHEFOO and TIENTSIN "HUICHOW" On 16th June, 4 P.M. On 16th June, 4 P.M. AMOY and SHANGHAI "KIUKIANG" -----MANILA " "TEAN" On 16th June, 4 P.M. "KAIFONG" CEBU and ILOILO On 17th June, Noon. HOIHOW and HAIPHONG * "CHIHLI" On 18th June, 4 P.M. MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dinning AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked

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AGENTS

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). ** SHANGHAI VIA SWATOW "WAISHING" ... Tuesday, 16th June, Noon. ** SHANGHAI ... "HANGSANG" ... Wed'day, 17th June, Noon. TIENTSIN ... "CHEONGSHING "Thursday, 18th June, Noon. "MAUSANG" Thursday, 18th June, 4 P.M.
"MANILA
"LOONGSANG" Friday, 19th June, 4 P.M.
"SH'HAI, YOKOHAMA, KOBE & MOJI "NAMSANG" Tuesday, 23rd June, Noon. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yok hama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan Jesselton and Labran Bteamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. Taking Cargo on Through Bills of Lading to Yangtese Ports, Chefoo, Tientsin

---- Telephone No. 61 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 16th June, 1998. GENERAL MANAGERS. 16

HAMBURG-AMERIKA LINID HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

VETAKING Cargo at Through Rates to all European North Continental and British Porte, also Trieste, Lisbon, Oporto, Marseilles, Genea, and other Mediterranean, Levantine, Black Sea and Baltic Ports,

and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports

NEXT SAILINGS FROM HONGKONG: OUTWARD. HOMEWARD. FOR GENOA AND OR MARSEILLES

HAMBURG:

HAMBURG:

S.S. HELLAS - ... 18th June

FOR ANTWERP, ROTTERDAM, BREMEN &

TO BAIL

FOR SHANGHAI, YOKOHAMA- & KOBE: S.S. SAXONIA ... 20th June FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ... 20th June FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 26th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA 8th July

For further Particulars, apply to

S.S. BRISGAVIA... 23rd June. FOR HAVRE & HAMBURG : S.S. DORTMUND 12th July S.S. ISTRIA ... 26th July S.S. SAXONIA ... 9th Aug. Further Particulars, apply to-HAMBURG-AMERIKA LINIE, Hongkong, 11th June, 1908 Hougkong Office.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

STEAMERS

"GOEBEN" SHANGHAI, NAGASAKI, KOBE? About Wed'day, & YOKOHAMA ALGIERS, 17th June. Capt. B. WILHELMI "PRINZ HEINRICH" Thursday, 18th GIBRALTAR, SOUTHAMPTON, June, at 9 A.M. Capt. P. GROSCH ANTWERP & HAMBURG MANILA, FRIEDR. WILHELYS. SIMPSONHAFEN, "MANILA" Thursday, 18th HAFEN. SAMARAI, SYDNEY and Capt. J. MINSLEN June, at 5 P.M MELBOURNE ... 444 194 About Friday, 26th "PRINZ WALDEMAR YOKOHAMA & KOBE Capt. W. v. Senden June. "BORNEO" KUDAT & SANDAKAN End of June. Capt. F. SEMBILL

NORDDEUTSCHEB LLOYD. MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 16th June, 1908.

CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE; PARIS,

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OUTWARD via Suzz:—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Peking Tientsin,) Kobe, Yokohama.

Genoa to Hongkong—in 30 Days. NAPLES to Hongkong in 29 DAYS.

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YOROHAMA to VANCOUVER
13 DAYS YOROHAMA to LONDON and Paris 26 DAYS

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... ... 12th Oct. ... 26th Nov. † AMIRAL EXELMANS 25th July = MALTE = CEYLAN = OUESSANT ... 27th Aug. 11th Jan. 09 = CORSE I No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats. For Further Particulars, apply to-

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- Hongkong, 4th June, 1908.



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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

SPHAMSHIP	Ton	CAPTAIN	FOR	SAILING DATE.
RUBIZAFIRO	2540 2540	R. W. Almond. R. Rodger		On 20th June, Noon, On 27th June, Noon.
				On sich dulle, 1400h.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS:

Hongkong, 15th June, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S BOYAL MAIL STEAMSHIP LINE.

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I'de only Line that MAINTAINS A REGULE SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days Ocean Travel, 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). B.M.S. ARRIVE VAROUVER Tons LEAVE HONGKONG "LENNOX" 8,700 "EMPRESS OF JAPAN" 6,000 " ... THURSDAY, 18th June ... 17th July ... SATURDAY, 4th July 25th July "MONTEAGLE" 6,163 ... SATURDAY, -11th July ... 4th Aug. "EMPRESS OF CHINA" 6,000 ... SATURDAY, "GLENFARG" 8,700 ... SATURDAY, 25th July ... 15th Aug. 8th Aug. ... 6th Sept. "EMPRESS OF INDIA" 6,000 " ... TRUESDAY. 24th Sept. ... 12th Oct. * S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers,

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 4.500 tons register, thus providing a comfortable and speedy through route to Europe. Intermediate on Steamers and 1st Class Railways ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Candian, Pacific direct Line. R.M.S. "MONTEAGLE," carries intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

> D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier,

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMORA.

PROPOSED BAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO.S B.S. LBAYING 'SHOSHU MARU" TUESDAY, 16th June. • TAKAO (DIBECT) Capt. IJICHI at 10 A.M. + SHANGHAI VIA SWATOW, THURSDAY, 18th June, "BUJUN MARU" Capt. M. NEMOTO 3 at 10 A.M. AMOY and FOOCHOW * TAMSUI VIA SWATOW SUNDAY, 21st Jane, ("DAIJIN MARU" Capt. I. SAKURAI & at 10 A.M. & AMOY.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table † Taking Cargo on through Biles of Lading to all Yangtese and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 15th June, 1908.

T. ARIMA, Manager.

THOS. COOK TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, &c. HEAD OFFICE:-LUDGATE-CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East:-16. DES VŒUX-ROAD HONGKUNG.

Japan Office: 14, WATER STREET. YOKOHAMA.

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS,

NOTICE TO CONSIGNEES.

S.S. "MONTROSE," FROM GLASGOW, LIVERPOOL AND STRAITS.

MONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th inst., at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LID., Agenta. Hongkong, 9th June, 1908,

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamer.

"MALTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark' by mark. and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo :--From London, &c. ex s.s. China. -From Calcutta, ex s.s. Sunda.

From Persian Guif ex B. I. S. N. and B. & P. S. N. Co.'s Steamers. Optional goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the 16th June, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within en days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent. Hongkong, 10th June, 1908,

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

S.S. "BENVORLIJH." FROM MIDDLE-BRO', LONDON AND STRAITS:

MONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardons Godowns of the Hongkong and Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Gods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 26th inst, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 19th inst., at 11 A.M. No Fire Insurance has been effected Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co.

Hongkong, 12th June, 1968

Cutler, Palmer & Go.'s

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GNETE

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Butler, Palmer & Bo., London. AGENTS

HONGKONG.

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PRESS, with which is incorporated THE CRINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage \$2 to any part

of the World

SHIPPING IN PORT.

STEAMERS. AMIRAL DE BROUMONT, French str., 154, Chalais, 22nd April—Haiphong 18th April, Ballast—Wilks & Jacks.

ARABIA, German str., 2,867, C. Neumann, 7th June-Portland 29th April, Flour and Lumber-Portland Asiatic S.S. Co. ARBATOON APCAR, British str., 2,931, A. Stewart, 13th June-Moji Sth June, General-David Sassoon & Co., Ltd.

BUJUN MARU, Japanese str., 1,118, M. Nemoto, 12th June-Shanghai and Swatow 11th June, General—Osaka Shosen Knisha.

CAMETA, British str., 2,903, P. Gibson, 6th

June—Kuchinotzu 1st June, Coal—Mitsui Bussan Kaisha.

CATHERINE APCAR, British str., 1,730, W. D. A. Thomas, 13th June—Calcutta vis. Singapore 8th June, General — David Sassoon & Co., Ltd. CHEONGSHING, Brit. etr., 1,256, V. McClymont

Liddell, 14th June-Tientsin via Ports 6th June, General-Jardine, Matheson & Co. CHIYUEN, Chinese str., 1,177, C. Stewart, 13th
June — Shanghai 9th June, General — Chinese.

CHILDAR, Norwegian str., 1,102, H. Nielssen, 3rd June—Bangkok 27th May, General— Butterfield & Swire. CMOISING, German str., 1,021, F. Buccking. 11th June-Bangkok 5th June, Rice-Butterfield & Swire,

CHOWFA, German str., 1,055, G. Spiesen, 11th June-Saigon 7th June, General-Butterfield & Swire.

CHOWTAI, Ger, van str., 1,115, W. Moliermann, 10th June-Bangkok 29th May, via Swatow 9th June, Rice & Teak-Butterfield & Swire. COURTFIELD, British str., 4,897, John Wiseman. 25th May-Moji 20th May, Coal-Mitsur Bussan Kaishs.

DRUFAB, Norwegian str., 1,102, J. Bing. 25th May-Bangkok 18th May, Rice-Butter-FRITHJOF, Norwegian str., 891, Olaf Andersen;

14th June-Saigon 9th June, Rice and Cotton Seed-Auguard, Thoresen & Co. HAIPHONG, French str., 500, Pomfret, 22nd April-Haiphong 18th April, Ballast-Wilks & Jacks.

HAITAN, British str., 1,183,- J. S. Rosch, 14th June-Foochow June 11th, Amoy 12th and Swatow 13th; General-Douglas, Lapraik

HILARY, German str., 1,276, H. Uecker, 29th May-Saigon 24th May Rice-Sander Weiler & Uo. HINSANG, British str., 2,346, A. G. Smith, 28th May-Heiphong 26th May, Coal-Jardine, Matheson & Co.

Hongkons, French str., 840, A. Corneliussen. Sch June-Haiphong June 5th, & Hoihow 7th, General -A. R. Marty. HUICHOW, British str., 1,237, 16. Forsyth, 11th June-Tientsin and Chefoo 5th June.

General-Butterfield & Swire. ITHAKA, German str., 1,450, Vogaler, 13th June -Chinking 9th June, General-Hamburg-Amerika Linie. KAGA MARU, Jap. str., 3,906, G. S. Lapraik. 14th Jane-Japan and Shanghai 11th June.

General-Nippon Yusen Kalsha. KAIFONG, British str., 987, H: Mathias, 13th June-Iloilo 9th June, Wood and Hemp-Butterfield & Swire. KIANGCHING, Chinese str., 1,002, Bresander,

" 3rd June -- hangbai 30th May, General --Chinese. KIUKIANG, British str., 1,227, Wavell, 12th June-Shanghai June 7th and Amoy 10th, General-Butterfield & Swire.

KIYO MARU, Japanese str., 1,448, I. Hirai, 9th June-Bangkok Ist June, Teak-Milsui Bussin Kaisha. Kowloon Wharf and Godown Company, Korka, American str., 5,651, Andrew Dixon, 4th June-San Francisco via Ports 9th

May, General - Pacific Mail S.S. Co. LENNOX, British str., 2,361, F. McNair, 5th June-Vancouver 5th May, via Japan porte-Shanghai and Woosnag 2nd June. General -Candian Pacific Railway Co. LINAN, British str., 1,351, C. C. Williams, 14th

June - Chingwantao 7th June, Coal -Butterfield & Swire. LOCKSON, German str., 1,020, W. Taubert, 9th June Bangkok 3rd June Rice and Wood -Bulterfield & Swire.

MANILA, German str., 1,108, J. Minssen, 30th May-Sydney 5th May, General -Melchers MAUSANG, British str., 1,644, Weigall, 7th

June-Bandakan 2nd June, Timber and General-Jardine, Matheson & Co. MEEFOO, Chinese str., 1,339, J. MacArthur, Sth. June-Shanghai 4th June, General-Chinese.

Nippon, Austrian str., 4,017, E. Tarabochia, 14th Jupe-Trieste 24th Apr. & Singapore 8th June, General-Sander, Wieler & Co. ONSANG, British str., 1,787, R. Cox, 14th June -Moji 7th June, Coal-Jardine, Matheson PEIHO, German str., 476. V. Flottwell, 27th

May - Saigon 22nd May, Rice-Hamburg-Amerika Linie. POWHATAN, British str.; 1,050, Turner. 29th May - Salina Cruz 2 th April, Ballast-Chinese. PROGRESS, Norwegian str., 1,450, Sedjemig,

PROMETHEUS, Nor. str., 1,024, O. Kornelinssen, 4th June-Bangkok 28th May, Rice-Butterfield & Swire .-RAGNAR, Norwegian str., 1,220, Augensen, 5th

11th June-Moji 4th June, Coal-Wallem

June - Rajang 29th May, Timber -Wallem & Co. RAJABURI, German str., 11,89, H. Bremer, 13th June - Bangkok 5th June, General -

Melchers & Co. SHACHSING, British str., 1,307, W. McIntosh. 30th May-Shanghai 26th May, General -Butterfield & Swire.

SHOSHU MARU, Japanese str., 999, I. Ijichi, 14th June-Shanghei via Swatow 13th June, General-Osaka Shosen Kaisha. SIGNAL, German str., 950, G. Schlaikier, 14th June—Haiphong June 10th & Hollow 13th, Rice and General—Jebsen & Co.

SIMONGAN, Dutch str., 1,202, H. Vos, 21st May -Samarang via Pulo Laut 11th May, Sugar-Chinese. SPIR, Nerwegian str., 7,870, Horn, 11th June-

Chefoo 5th June, Beans - Wallem & Co. SUMATRA, German str., 507, Meinken, 12th June-New Guinea 20th May, and Palas Island 2nd June, Copra-Molchers & Co. TEAN, British str., 1,346, A. W. Outerbridge. 12th June - Manila 9th June, General-

· Butterfield & Swire. TELEMACHUS, British str., 1,340, J. Williamson.

13th June - Saigon 8th June, Rice -

TIENTSIN, British str., 1 227, E. Monkman, 7th June-Amoy 5th June, General-Butterfield & Swire.

TSINTAU, German str., 1,003, 0. Koch, 10th-June-Bugkok Ist June, Rice-Butterfield & Swire.

VALENTIA, British str., 2,111, Richards, 2nd June-Cardiff 17th April, Coal-Order. VAUSHALL, British str., 2,346. Bradhering, 12th June-New York 14 h March, and Lebuan 6th June, Case Oil-Standard Oil Co.

WAISHING, British str., 1,170, W. F. Richard, 6th June-Wohu & Chinking 1st June. General-Jardine, Matheson & Co.